

### **III. Revisions, Clarifications, and Corrections to the Draft EIR**

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This section of the Final EIR provides changes to the Draft EIR that have been made to revise, clarify, or correct the environmental impact analysis for the 5420 Sunset Project (Project). Such changes are a result of public and agency comments received in response to the Draft EIR and/or additional information that has become available since publication of the Draft EIR. The changes described in this section do not result in the Project creating any new or increased significant environmental impacts.

This section is divided into two parts: Section III.A, Corrections and Additions to Draft EIR Sections and Appendices and Section III.B, Effect of Corrections and Revisions.

#### **A. Corrections and Additions to Draft EIR Sections and Appendices**

Additional changes have been made to the Draft EIR as a result of public and agency comments received in response to the Draft EIR and/or new information that has become available since publication of the Draft EIR. Deletions are shown in ~~striketrough text~~ and additions are shown in underlined text. Such changes are presented by EIR section.

##### **I. Executive Summary**

Section I, Executive Summary, page I-6, revise the first sentence of the last paragraph as follows:

The Project Site is currently occupied by a one-story grocery store above partially below-grade parking, vacant commercial space, a one-story fast-food restaurant that together comprise approximately 100,796 square feet and associated surface and partially below-grade parking areas.

Section I, Executive Summary, page I-7 to I-8, revise the last paragraph beginning on page I-7 as follows:

The Project proposes to develop a mixed-use project with multi-family residential and commercial uses on a 6.75-acre site located in the Hollywood Community Plan area of the City. As described in more detail below, the Project would provide for the development of 735 multi-family residential units and up to 95,000 square feet of neighborhood-serving commercial uses, including market/retail and restaurant uses. The proposed uses would be provided within four six-story buildings<sup>1</sup> with a maximum height of 75 feet. The proposed development would be situated around a north-south paseo and east-west driveway/fire lane. The Project would include ~~1,419~~1,409 vehicle parking spaces, in accordance with the LAMC and Specific Plan standards, that would be distributed throughout the Project Site in two subterranean parking levels and in an at-grade parking level located near the mid- to rear portion of the Project Site. ~~A total of 548 bicycle parking spaces, in excess of the 387 required by the Specific Plan, As required by the Specific Plan, 387 bicycle parking spaces~~ would also be provided on adjacent sidewalks and within the Project Site. The Project would also include residential lobbies and leasing offices, pools, spas, and other recreational facilities. In addition, the Project would meet the required open space area as set forth by the LAMC and Specific Plan by providing approximately ~~96,800~~91,606 square feet of open space, including landscaped courtyards, a paved plaza fronting Sunset Boulevard, and ~~landscaped paseos~~a covered paseo at the ground level that would be publicly accessible from Sunset Boulevard, Western Avenue, and Serrano Avenue. To provide for the Project, the existing grocery store, vacant commercial space, fast-food restaurant, and associated ~~surface~~ parking areas would be demolished. Overall, the Project would demolish approximately 100,796 square feet of existing floor area and construct a maximum of ~~882,250~~882,246 square feet of new floor area, resulting in an increase of ~~781,454~~781,450 square feet of net new floor area within the Project Site and an FAR of 3:1. The estimated depth of excavation expected for the subterranean parking would be approximately 25 feet below grade. It is estimated that approximately 380,000 cubic yards of export (including soil material and demolished site improvements) would be hauled from the Project Site during the demolition and excavation phase.

Section I, Executive Summary, page I-8, revise the third sentence of the last full paragraph as follows:

At the ground level, the four buildings would be organized around a publicly accessible ~~outdoor~~covered pedestrian paseo that would run north-south through the center of the Project Site and a ~~driveway~~ pedestrian throughway that would run east-west through the center of the Project Site, as well as

providing access for commercial/service—the residential, retail, and market loading and fire department access areas, as well as a passenger drop-off.

Section I, Executive Summary, page I-8, add the following sentence to the end of the last full paragraph:

An east-west driveway/fire lane/pedestrian throughway would also be provided at the southern edge of the Project Site.

Section I, Executive Summary, page I-8 to I-9, revise the last paragraph beginning on page I-8 as follows:

The proposed buildings would be six stories and reach a maximum height of 75 feet above finished grade level.<sup>7</sup> Building 1, located along the northeastern portion of the Project Site, would include market/retail uses and a loading dock at the ground level and multi-family residential uses in the upper levels. Building 2, located along the northwestern portion of the Project Site, would include retail and restaurant uses fronting Sunset Boulevard and Western Avenue, leasing offices, an internal loading area, and a vehicular entry to commercial/guest parking on level P2 as well as a residential leasing parking area shared commercial/residential guest parking and a passenger drop-off area. Multi-family residential uses would be provided in level 3 through level 6 of the upper levels and parking for residents would be located on level P3. Building 3, located within the southwestern portion of the Project Site, would include retail uses and access to the at-grade and subterranean parking areas, as well as a residential loading area and lobby providing access for the ~~proposed commercial uses provided at the ground level and~~ multi-family residential uses provided in the upper levels. Building 4, located within the southeastern portion of the Project Site, would include a bike center along Serrano Avenue, long-term bicycle parking, a residential lobby, and parking for the proposed commercial uses at the ground level, with dwelling units provided in the upper levels. Above the ground level of each building would be a podium level, which would provide access to all four buildings and include indoor and outdoor open space amenities to serve the needs of residents. Beginning at level 2 in Buildings 3 and 4, and at level 3 in Buildings 1 and 2, the proposed development is oriented around several open space courtyards with shared amenities for the residents. The shared amenities would include multiple terraces with a swimming pools, spas, cabanas, multiple lounge and seating areas, paseos-walkways with water and landscape elements, ~~a fitness courtyard, outdoor fireplaces, outdoor kitchens, a dog park,~~ fire pits, barbecues, game areas, and private patios. Indoor recreation areas including a game room, fitness center, and club room would

be located on the second, third, and fourth-fifth levels. ~~An outdoor rooftop terrace is proposed atop the indoor recreation building~~ A sky deck is proposed on Level 6 with a fire pit, multiple lounge areas, and landscaping. Residents would have access to the shared amenities throughout the Project.

Section I, Executive Summary, page I-9, revise the first full paragraph as follows:

The proposed mixed-use building would be designed ~~in a contemporary architectural style~~ to reflect Hollywood's architectural history. The redesign captures a modern interpretation of Art Deco and Streamline Moderne principles, with an emphasis on horizontality, simple forms, geometric patterns, and an earthy palette of material finishes. Cutouts would be provided throughout the façade of the buildings ~~that would feature terraces with landscaping with a minimum 50-percent transparency at the ground floor frontages.~~ A variety of exterior finishes, materials, and textures would be integrated into the overall design of the various buildings, which may include tile, high density laminates, ~~storefront windows with storefront heights that would vary from 11 feet to 19 feet,~~ aluminum louvers, metal railings, exterior plaster, glass railings, and integrated signage and lighting. Glass used in all building façades would have low reflectivity to minimize glare.

Section I, Executive Summary, page I-9 to I-10, revise the last paragraph beginning on page I-9 as follows:

The Project would provide a variety of open space and recreational amenities. Specifically, at the ground level, the Project would provide a pedestrian paseo and a plaza that would include paving materials, raised planters, outdoor dining areas, and landscape elements. The paseo, pedestrian throughways, and the plaza would be publicly accessible from adjacent sidewalks which would provide standard widths, as required by the City. Specifically, the sidewalks along Sunset Boulevard and Western Avenue would be widened to approximately 15 feet in width and the sidewalk along Serrano Avenue would be widened to approximately 12 feet in width. Each building at the podium level is oriented around an open space courtyard with shared amenities for the residents that would include multiple terraces with a swimming pools, spas, pool, spa, cabanas, multiple lounge and seating areas, paseos-walkways with water and landscape elements, a fitness courtyard, outdoor fireplaces, outdoor kitchens, a dog park, fire pits, barbecues, game areas, and private patios. Indoor recreation areas including a game room, fitness center, and club room would be located on the second, third, and fourth-fifth levels. ~~An outdoor terrace is proposed on the rooftop of the recreation building~~ Although not considered open space, a sky deck is

proposed on Level 6 with a fire pit, multiple lounge areas, and landscaping. In total, the Project would provide 96,800-91,606 square feet of open space and including 69,206 square feet of common open space and 22,400 square feet of private open space which would exceed the requirements set forth in the Specific Plan of 77,200-77,325 square feet. Also, in accordance with the requirements of the Specific Plan, 19,300-24,464 square feet of the proposed open space would be at ~~the ground level~~ Level 2, the first habitable level.

Section I, Executive Summary, page I-10, revise the last sentence of the first full paragraph as follows:

The Project includes 17-nine new street trees along Western Avenue, nine-six new street trees along Sunset Boulevard plus retention of 11-10 existing Palm palm trees, and 10-11 new street trees along Serrano Avenue.

Section I, Executive Summary, page I-11, revise the second sentence of the first full paragraph as follows:

There are secondary parking entrances off the east west firelane/driveway ~~in the middle~~ at the southern edge of the Project Site, with right turn in and right turn out on to Western Avenue and right and left turns in and out on Serrano Avenue. There is also a commercial/guest parking entrance/exit off Sunset Boulevard which leads directly to subterranean parking level P2, and an entrance/exit ramp down to subterranean residential level P2 off Serrano Avenue.

Section I, Executive Summary, page I-11, revise the last sentence of the first full paragraph as follows:

The Project also includes a loading dock for the proposed grocery store along Serrano Avenue north of the pedestrian throughway ~~at the corner of Serrano Avenue and Sunset Boulevard~~, with access provided from Serrano Avenue and an emergency vehicle access driveway off Western Avenue which would also provide access to an internal retail and residential loading areas and parking, as well as the passenger drop-off area.

Section I, Executive Summary, page I-11 to I-12, revise the second and third sentences of the last paragraph beginning on page I-11 as follows:

Specifically, the Project would provide a total of 1,419-1,409 vehicle parking spaces which is the maximum number of parking spaces permitted by the

Specific Plan. Based on the proposed unit mix, the maximum parking permitted for the residential uses is ~~4,054~~ 1,041 spaces and 368 guest parking spaces.

Section I, Executive Summary, page I-12, revise the first full paragraph as follows:

The Specific Plan contains standards for the required number of bicycle parking spaces with 0.5 bicycle spaces required for each residential unit, and one parking space for every 1,000 square feet of non-residential floor area for the first 10,000 square feet of floor area, and one bicycle parking space for every additional 10,000 square feet of floor area. Accordingly, the Project would be required to provide a minimum of 368 residential bicycle spaces and 19 commercial bicycle spaces. The Project would provide a total of ~~548~~ 387 bicycle parking spaces, consisting of ~~76~~ 84 short-term spaces and ~~472~~ 303 long-term spaces, meeting this requirement. Short-term bicycle parking spaces would be distributed on the sidewalks along Sunset Boulevard and Western Avenue and within the plaza, and paseos. Long-term bicycle parking spaces would be provided on parking levels P1, and P2, and P3. ~~Two locker rooms would be located at ground level in the southeast portion of the Project Site and would each consist of 24 lockers, a shower, toilet, and lavatory.~~

Section I, Executive Summary, page I-15, delete the first bullet point under Transportation:

- ~~• Provision of 548 bicycle parking spaces in excess of the 387 bicycle parking spaces required by the Specific Plan.~~

Section I, Executive Summary, page I-22, revise Project Design Feature POL-PDF-1 as follows:

**Project Design Feature POL-PDF-1:** ~~Prior to~~ During construction, the Applicant will implement temporary security measures, including security barriers and fencing (e.g., chain-link fencing), low-level security lighting, and locked entry (e.g., padlock gates or guard-restricted access) to limit access by the general public, secure construction equipment, and minimize trespassing, vandalism, short-cut attractions, and attractive nuisances. Regular daily and multiple security patrols during non-construction hours (e.g., nighttime hours, weekends, and holidays) will also be provided to minimize trespassing, vandalism, and short-cut and other attractions. During construction

activities, the Contractor will document the security measures; and the documentation will be made available to the Construction Monitor.

Section I, Executive Summary, page I-25, revise Mitigation Measure AIR-MM-1 as follows:

**Mitigation Measure AIR-MM-1:** All off-road diesel-powered equipment greater than 50 hp used during Project grading/excavation activities shall meet United States Environmental Protection Agency (USEPA) Tier 4 Final emissions standards. A copy of each such unit's certified tier specification, Best Available Control Technology (BACT) documentation, and California Air Resources Board (CARB) or South Coast Air Quality Management District (SCAQMD) operating permit shall be provided on-site at the time of mobilization of each applicable unit of equipment to allow the Construction Monitor to compare the on-site equipment with the inventory and certified Tier specification and operating permit.

Section I, Executive Summary, page I-26, delete Mitigation Measure AIR-MM-6:

~~**Mitigation Measure AIR-MM-6:** The Project shall include the use of solar-powered generators, to the extent commercially available, should generators be required during construction.~~

Section I, Executive Summary, page I-26, revise Mitigation Measure CUL-MM-1 as follows:

**Mitigation Measure CUL-MM-1:** Prior to the start of either demolition, grading, or construction, qualified principal archaeologist (Project Archaeologist) meeting the Secretary of the Interior's Qualification Standards for Archaeology shall be retained. The Project Archaeologist shall prepare a written Cultural Resources Monitoring and Treatment Plan ~~cultural resources monitoring and treatment plan (CRMTP)~~ to reduce potential Project effects on unanticipated archaeological resources unearthed during construction through data recovery. The ~~CRMPT~~ CRMTP shall be approved by the Department of City Planning, Office of Historic Resources. The ~~CRMPT~~ CRMTP shall also include a summary of pertinent

background information, consistent with the information disclosed in this EIR, including the environmental and cultural settings of the Project area, site information, and in the event of discovery of any archaeological resources, the proposed avoidance methods, reporting methods, and plans for curation of collected materials.

Section I, Executive Summary, page I-28, revise Mitigation Measure NOI-MM-1 as follows:

**Mitigation Measure NOI-MM-1:** A temporary and impermeable sound barrier shall be erected at the locations listed below. At plan check, building plans shall include documentation prepared by a noise consultant verifying compliance with this measure.

- Along the eastern property line of the Project Site between the construction areas and the residential uses on the east side of Serrano Avenue east of the Project Site (receptor R1). The temporary sound barrier shall be designed to provide a minimum 15-dBA noise reduction at the ground level of receptor R1.
- Along the northern property line of the Project Site between the construction areas and residential use on Serrano Avenue northeast of the Project Site (receptor R2) and the hotel on the north side Sunset Boulevard (receptor R3). The temporary sound barrier shall be designed to provide a minimum 11-dBA and 7-dBA noise reduction at the ground level of receptors R2 and R3, respectively.
- Along the southern property line (east portion) of the Project Site between the construction areas and residential use on Fernwood Avenue south of the Project Site (receptor R5). The temporary sound barrier shall be designed to provide a minimum 5-dBA noise reduction at the ground level of receptor R5.

## II. Project Description

Section II, Project Description, page II-1, revise the second paragraph as follows:

The proposed uses would be supported by ~~1,419~~1,409 vehicle parking spaces that would be distributed throughout the Project Site in two

subterranean parking levels and in one at-grade parking level. ~~A-As required by the Specific Plan, a total of 548-387 bicycle parking spaces, in excess of the 387 spaces required by the Specific Plan,~~ would be provided within the Project Site and on adjacent sidewalks. The Project would include residential lobbies and leasing offices, pools, spas, and other recreational facilities. In addition, the Project would meet the required open space area as set forth by the Los Angeles Municipal Code (LAMC) and Specific Plan by providing approximately ~~96,800-91,606~~ 91,606 square feet of open space, including landscaped courtyards, a public plaza fronting Sunset Boulevard, Western Avenue, and ~~landscaped paseos~~ a covered paseo at the ground level that would be publicly accessible from Sunset Boulevard, Western Ave, and Serrano Ave. Overall, the Project would remove approximately 100,796 square feet of existing floor area and construct up to ~~882,250-882,246~~ 882,246 square feet of new floor area, resulting in an increase of ~~781,454-781,450~~ 781,450 square feet of net new floor area within the Project Site. The Floor Area Ratio (FAR) on the Project Site would be a maximum of 3 to 1.

Section II, Project Description, page II-9, amend the first paragraph as follows:

The Applicant proposes to develop a mixed-use project with multi-family residential and commercial uses on a 6.75-acre site located in the Hollywood Community Plan area of the City. As described in more detail below and shown in Revised Table II-1 on page II-10, III-11 of the Final EIR, the Project would provide for the development of 735 multi-family residential units consisting of ~~254-275~~ 275 studio units, ~~336-307~~ 307 one-bedroom units, and ~~148~~ 153 two-bedroom units and up to 95,000 square feet of neighborhood-serving commercial uses, including market/retail and restaurant uses. The proposed uses would be provided within four six-story buildings<sup>1</sup> with a maximum height of 75 feet. The proposed development would be situated around a north-south paseo and ~~east-west driveway/fire lane~~ pedestrian thoroughway. An east-west driveway/fire lane would also be provided at the southern end of the Project Site. The Project would include ~~1,419-1,409~~ 1,409 vehicle parking spaces, in accordance with the LAMC and Specific Plan standards, that would be distributed throughout the Project Site in two subterranean parking levels and in an at-grade parking level located near the mid- to rear portion of the Project Site. ~~A-As required by the Specific Plan, a total of 548-387 bicycle parking spaces, in excess of the 387 required by the Specific Plan,~~ would also be provided on adjacent sidewalks and within the Project Site. The Project would also include residential lobbies and leasing offices, pools, spas, and other recreational facilities. In addition, the Project would meet the required open space area as set forth by the LAMC and Specific Plan by providing approximately ~~96,800-91,606~~ 91,606 square feet of open space, including

landscaped courtyards, a paved plaza fronting Sunset Boulevard, and ~~landscaped paseos~~ a covered paseo at the ground level that would be publicly accessible from Sunset Boulevard, Western Avenue, and Serrano Avenue. To provide for the Project, the existing grocery store, vacant commercial space, fast-food restaurant, and associated ~~surface~~-parking areas would be demolished. Overall, the Project would demolish approximately 100,796 square feet of existing floor area and construct a maximum of ~~882,250~~ 882,246 square feet of new floor area, resulting in an increase of ~~781,454~~ 781,450 square feet of net new floor area within the Project Site and an FAR of 3:1. The estimated depth of excavation expected for the subterranean parking would be approximately 25 feet below grade. It is estimated that approximately 380,000 cubic yards of export (including soil material and demolished site improvements) would be hauled from the Project Site during the demolition and excavation phase. ~~Site~~ Revised site plans and illustrations of the Project are provided in Revised Figure II-4 through Revised Figure II-10 on pages ~~II-11 through II-17~~ III-13 through III-19 of the Final EIR.

Section II, Project Description, page II-10, replace Table II-1 with Revised Table II-1 on page III-11.

**Revised Table II-1  
Summary of Existing and Proposed Floor Area<sup>a</sup>**

Land Use	Floor Area (sf)
<i>Existing (to be Demolished)</i>	
Grocery Store	78,328 sf
Commercial (Vacant)	18,525 sf
Fast Food	3,943 sf
<i>Total (to be Demolished)</i>	<i>100,796 sf</i>
<i>Proposed</i>	
Residential	<del>787,250</del> <u>787,246</u> sf (735 du)
Commercial (Market)	<del>69,000</del> <u>68,000</u> sf
Commercial (Retail)	<del>46,000</del> <u>17,000</u> sf
Restaurant	10,000 sf
<i>Total Proposed</i>	<del>882,250</del> <u>882,246</u> sf
<b>Net New Development</b>	<del>781,454</del> <u>781,450</u> sf
<p><i>sf = square feet</i>  <i>du = dwelling unit</i></p> <p><sup>a</sup> <i>Square footage is calculated pursuant to the LAMC definition of floor area for the purpose of calculating FAR. In accordance with LAMC Section 12.03, floor area is defined as “[t]he area in square feet confined within the exterior walls of a building, but not including the area of the following: exterior walls, stairways, shafts, rooms housing building-operating equipment or machinery, parking areas with associated driveways and ramps, space for the landing and storage of helicopters, and basement storage areas.” In addition, in accordance with LAMC Section 12.21.1 A.5, bicycle parking, light courts, and outdoor eating areas of ground floor restaurants are excluded from floor area measurements.</i></p> <p><i>Source: <del>Van Tilburg, Banvard &amp; Soderbergh, 2020</del> TCA Architects, 2022.</i></p>	

Section II, Project Description, page II-10, revise the second full sentence of the partial paragraph as follows:

As shown in Revised Figure II-4 on page II-6, III-13 of the Final EIR, at the ground level, the four buildings would be organized around a publicly accessible ~~outdoor~~ covered pedestrian paseo that would run north-south through the center of the Project Site and a ~~driveway~~ pedestrian throughway that would run east-west through the center of the Project Site, as well as providing access for commercial/service—the residential, retail, and market loading and fire department access areas, as well as a passenger drop-off.

Section II, Project Description, page II-10, add the following sentence to the end of the partial paragraph:

An east-west driveway/fire lane/pedestrian throughway would also be provided at the southern edge of the Project Site.

Section II, Project Description, page II-11, replace Figure II-4 with Revised Figure II-4 on page III-13.

Section II, Project Description, page II-12, replace Figure II-5 with Revised Figure II-5 on page III-14.

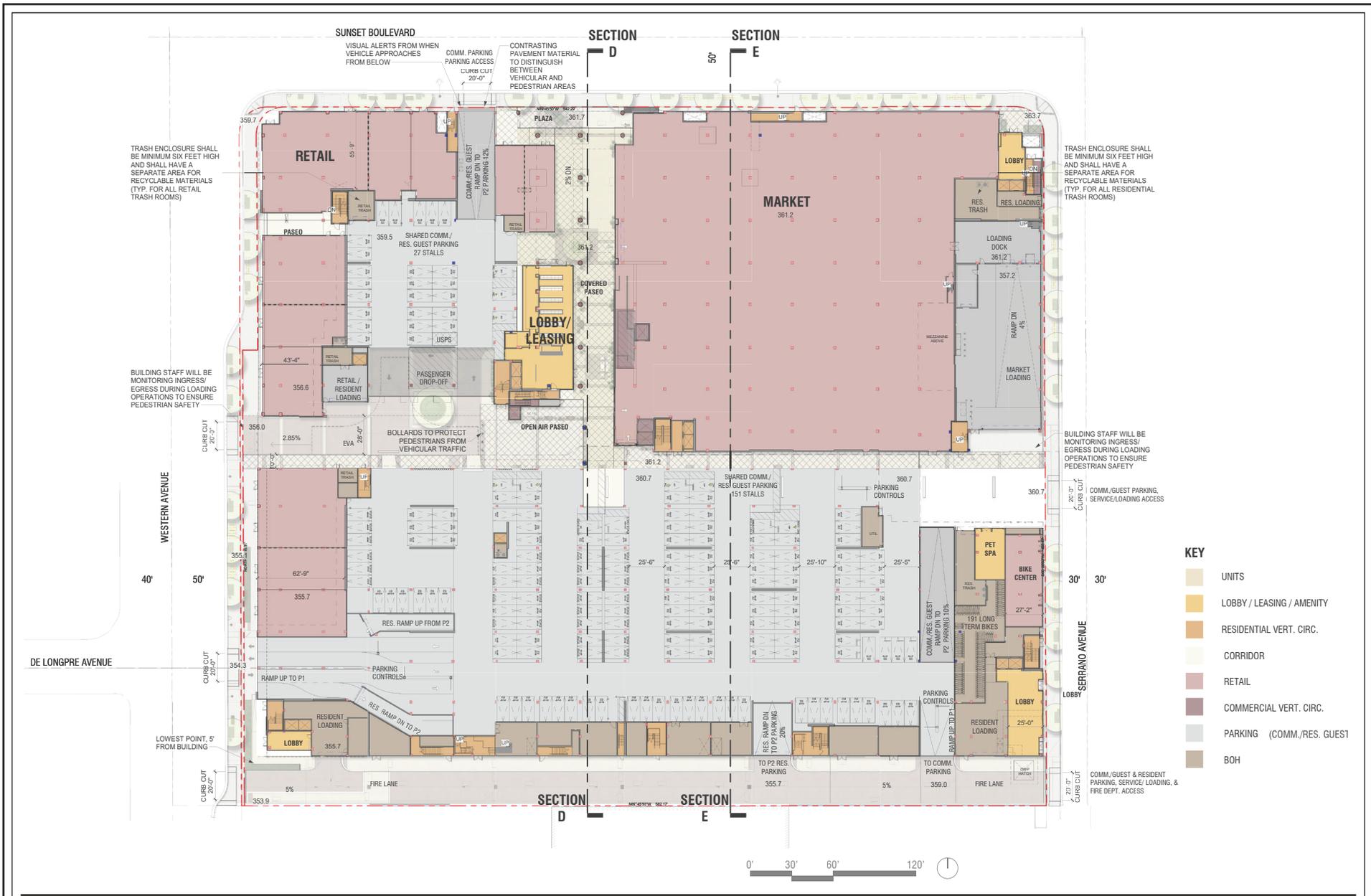
Section II, Project Description, page II-13, replace Figure II-6 with Revised Figure II-6 on page III-15.

Section II, Project Description, page II-14, replace Figure II-7 with Revised Figure II-7 on page III-16.

Section II, Project Description, page II-15, replace Figure II-8 with Revised Figure II-8 on page III-17.

Section II, Project Description, page II-16, replace Figure II-9 with Revised Figure II-9 on page III-18.

Section II, Project Description, page II-17, replace Figure II-10 with Revised Figure II-10 on page III-19.



**Revised Figure II-4**  
**Conceptual Site Plan—Ground Level and P1 Level**



NOTE:  
SEE SHEETS L3, L4 & L5 FOR OUTDOOR AMENITIES  
AND CIRCULATION

- KEY**
- UNITS
  - LOBBY / LEASING / AMENITY
  - RESIDENTIAL VERT. CIRC.
  - CORRIDOR
  - RETAIL
  - COMMERCIAL VERT. CIRC.
  - PARKING
  - BOH



**Revised Figure II-5**  
Conceptual Site Plan—2nd Level Floor Plan (Lower Podium Level)



- KEY**
- UNITS
  - LOBBY / LEASING / AMENITY
  - RESIDENTIAL VERT. CIRC.
  - CORRIDOR
  - RETAIL
  - COMMERCIAL VERT. CIRC.
  - PARKING
  - BOH

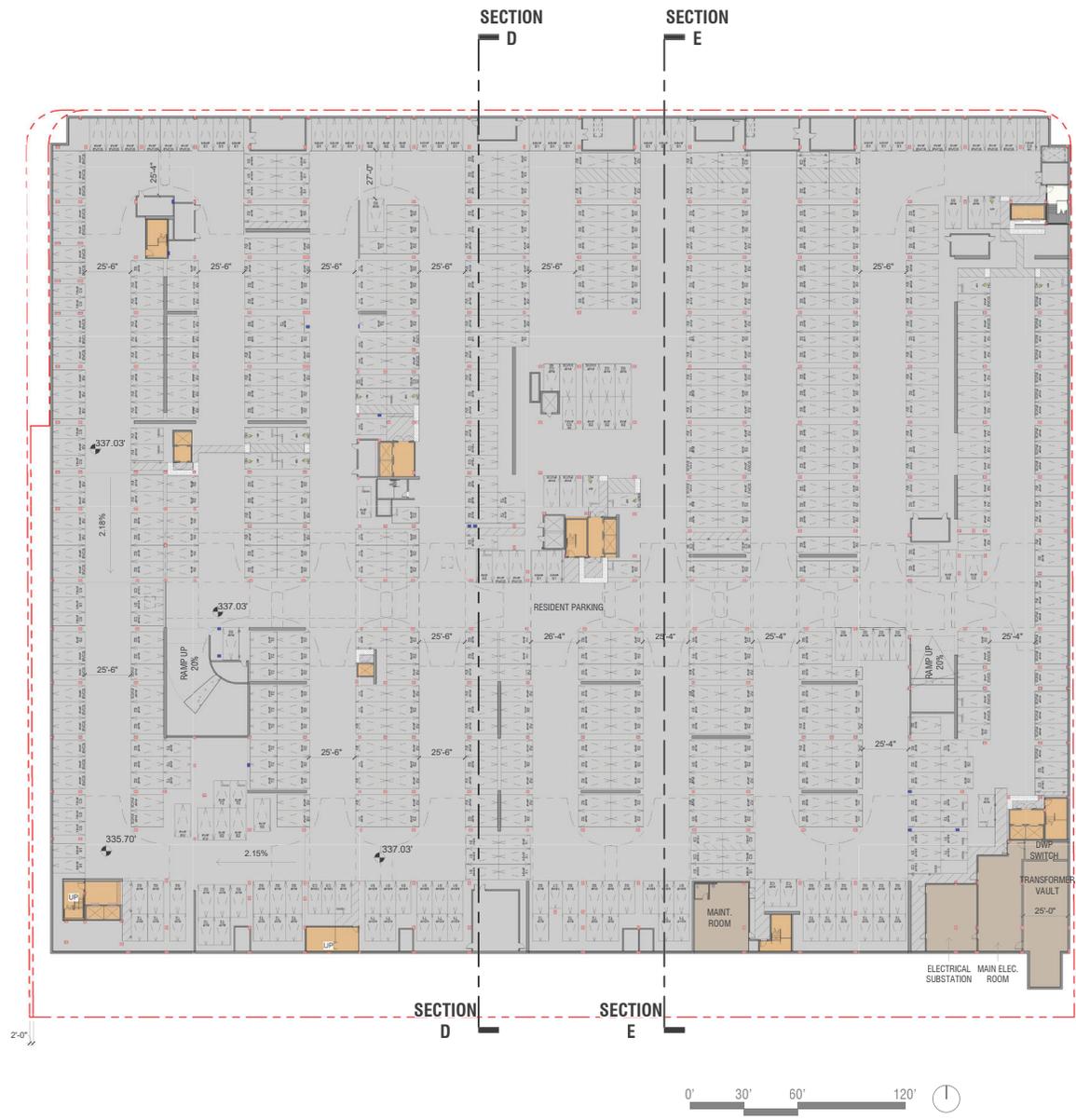


**Revised Figure II-6**  
 Conceptual Site Plan—3rd Level Floor Plan (Upper Podium Level)

Source: TCA Architects, 2022.



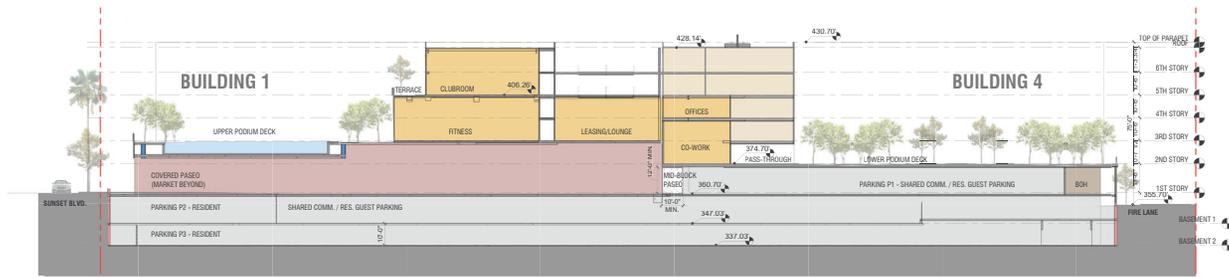
**Revised Figure II-7**  
**Conceptual Site Plan—P2 Level**



**KEY**

- UNITS
- LOBBY / LEASING / AMENITY
- RESIDENTIAL VERT. CIRC.
- CORRIDOR
- RETAIL
- COMMERCIAL VERT. CIRC.
- PARKING (COMM./RES. GUEST)
- BOH
- PARKING (RESIDENT)

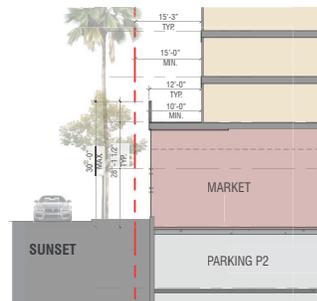
**Revised Figure II-8**  
**Conceptual Site Plan—P3 Level**



SECTION D-D



SECTION E-E



STEPBACK DIAGRAM - TYPICAL

NOTE:  
 PARAPET ROOFS SHALL BE DESIGNED AND CONSTRUCTED TO ACCOMMODATE ROOF-MOUNTED EQUIPMENT. ANY PORTIONS OF THE EQUIPMENT OR DUCTS WHICH ARE ABOVE THE PARAPET SHALL BE SCREENED FROM VIEW FROM ANY STREET, PUBLIC RIGHT OF WAY OR ADJACENT PROPERTY. THE SCREENING SHALL BE SOLID AND MATCH THE EXTERIOR BUILDING MATERIAL, DESIGN AND COLOR





SUNSET BLVD. ELEVATION (NORTH)



WESTERN AVE. ELEVATION (WEST)



SERRANO AVE. ELEVATION (EAST)



Revised Figure II-10  
Conceptual Building Elevations

Section II, Project Description, page II-18, revise the first paragraph as follows:

The proposed buildings would be six stories and reach a maximum height of 75 feet above finished grade level.<sup>5</sup> Building 2, located along the northwestern portion of the Project Site, would include retail and restaurant uses fronting Sunset Boulevard and Western Avenue, leasing offices, an internal loading area, and a vehicular entry on Sunset Boulevard to commercial/guest parking on level P2 as well as ~~a residential leasing parking area~~ shared commercial/residential guest parking and a passenger drop-off area and at grade parking accessed from Western Avenue. Multi-family residential uses would be provided in level 3 through level 6 of the upper levels and parking for residents would be located on level P3. Building 1, located along the northeastern portion of the Project Site, would include market/retail uses and a loading dock at the ground level and multi-family residential uses in the upper levels. Building 3, located within the southwestern portion of the Project Site, would include retail uses and access to the at-grade and subterranean parking areas, as well as a residential loading area and lobby providing access for the ~~proposed commercial uses provided at the ground level and~~ multi-family residential uses provided in the upper levels. Building 4, located within the southeastern portion of the Project Site, would include a bike center along Serrano Avenue, long-term bicycle parking, a residential lobby, and parking for the proposed commercial uses at the ground level, with dwelling units provided in the upper levels. As shown in Revised Figure II-6 on page II-13, above III-15, of the Final EIR, the ground level of each building would be a podium level, which would provide access to all four buildings and include amenities to serve the needs of residents. Beginning at level 2 in Buildings 3 and 4, and at level 3 in Buildings 1 and 2, the proposed development is oriented around several open space courtyards with shared amenities for the residents. The shared amenities would include multiple terraces with a swimming pools, spas, pool, spa, cabanas, multiple lounge and seating areas, paseos walkways with water and landscape elements, a fitness courtyard, outdoor fireplaces, outdoor kitchens, a dog park, fire pits, barbecues, game areas, and private patios. Indoor recreation areas including a game room, fitness center, and club room would be located on the second, third, and fourth-fifth levels. ~~An outdoor rooftop terrace is proposed atop the indoor recreation building~~ A sky deck is proposed on Level 6 with a fire pit, multiple lounge areas, and landscaping. Residents would have access to the shared amenities throughout the Project.

Section II, Project Description, page II-18, revise the second paragraph as follows:

The proposed mixed-use building would be designed ~~in a contemporary architectural style~~ to reflect Hollywood's architectural history. The redesign captures a modern interpretation of Art Deco and Streamline Moderne principles, with an emphasis on horizontality, simple forms, geometric patterns, and an earthy palette of material finishes. Cutouts would be provided throughout the façade of the buildings ~~that would feature terraces with landscaping~~ with a minimum 50-percent transparency at the ground floor frontages. A variety of exterior finishes, materials, and textures would be integrated into the overall design of the various buildings, which may include tile, high density laminates, ~~storefront windows with storefront heights that would vary from 11 feet to 19 feet,~~ aluminum louvers, metal railings, exterior plaster, glass railings, and integrated signage and lighting. Glass used in all building façades would have low reflectivity to minimize glare.

Section II, Project Description, page II-19, revise the first paragraph as follows:

The Project would provide a variety of open space and recreational amenities. Specifically, at the ground level, the Project would provide a pedestrian paseo and a plaza that would include paving materials, raised planters, outdoor dining areas, and landscape elements. The paseo and the plaza would be publicly accessible from adjacent sidewalks which would provide standard widths, as required by the City. Specifically, the sidewalks along Sunset Boulevard and Western Avenue would be widened to approximately 15 feet in width and the sidewalk along Serrano Avenue would be widened to approximately 12 feet in width. Each building at the podium level is oriented around an open space courtyard with shared amenities for the residents that would include multiple terraces with a swimming pools, spas, pool, spa, cabanas, multiple lounge and seating areas, paseos walkways with water and landscape elements, a fitness courtyard, outdoor fireplaces, outdoor kitchens, a dog park, fire pits, barbecues, game areas, and private patios. Indoor recreation areas including a game room, fitness center, and club room would be located on the second, third, and fourth fifth levels. An outdoor terrace is proposed on the rooftop of the recreation building. Although not counted towards required open space, a sky deck is proposed on Level 6 with a fire pit, multiple lounge areas, and landscaping. In total, the Project would provide 96,800-91,606 square feet of open space and, including 69,206 square feet of common open space and 22,400 square feet of private open space, which would exceed the requirements set forth in the Specific Plan of 77,200-77,325 square feet. Also, in accordance with the requirements of the Specific Plan, 49,300-24,464 square feet of the proposed

open space would be at ~~the ground level~~ Level 2, the first habitable level. The Project's open space areas are shown on Revised Figure II-11 through Figure II-13 ~~Figure II-14~~ on pages ~~II-20 through II-22~~ III-23 through III-26 of the Final EIR.

Section II, Project Description, page II-19, revise the last sentence of the second paragraph as follows:

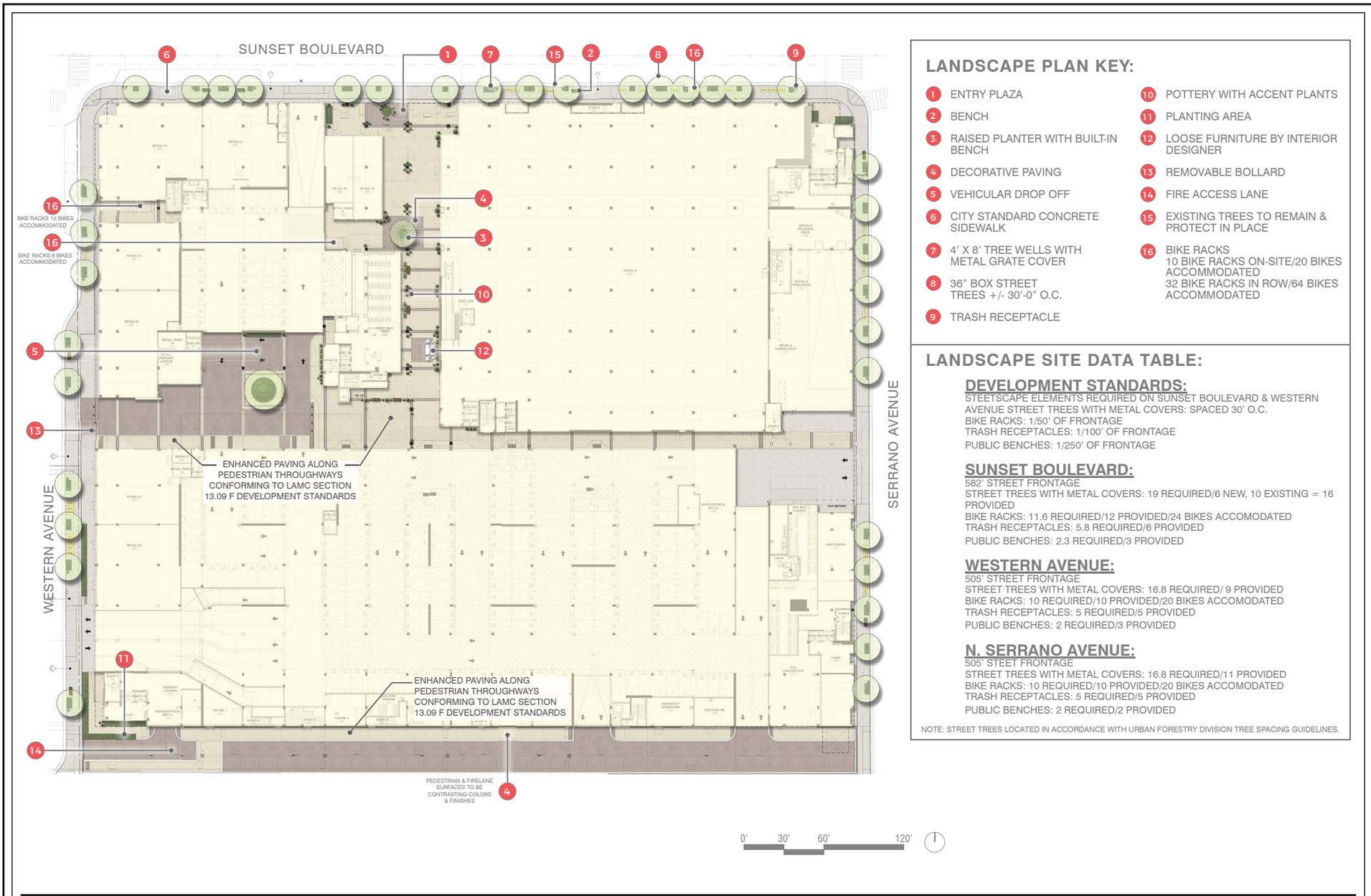
The Project includes ~~47~~ nine new street trees along Western Avenue, ~~nine~~ six new street trees along Sunset Boulevard plus retention of ~~44~~ 10 existing ~~Palm palm~~ trees, and ~~40~~ 11 new street trees along Serrano Avenue, exceeding the 1:1 ratio.

Section II, Project Description, page II-20, replace Figure II-11, Pool Courtyard (Buildings 1 and 2), with Revised Figure II-11, Conceptual Landscape Plan—Ground Level Streetscape, on page III-23.

Section II, Project Description, page II-21, replace Figure II-12, Paseo Level 2 (Buildings 3 and 4), with Revised Figure II-12, Conceptual Landscape Plan—Level 2 Courtyards, on page III-24.

Section II, Project Description, page II-22, replace Figure II-13, Roof Terrace, with Revised Figure II-13, Conceptual Landscape Plan—Level 3 Pool and Courtyards, on page III-25.

Section II, Project Description, page II-23, insert new Figure II-14, Level 6 Sky Deck, on page III-26.



- LANDSCAPE PLAN KEY:**
- 1 ENTRY PLAZA
  - 2 BENCH
  - 3 RAISED PLANTER WITH BUILT-IN BENCH
  - 4 DECORATIVE PAVING
  - 5 VEHICULAR DROP OFF
  - 6 CITY STANDARD CONCRETE SIDEWALK
  - 7 4' X 8' TREE WELLS WITH METAL GRATE COVER
  - 8 36" BOX STREET TREES +/- 30'-0" O.C.
  - 9 TRASH RECEPTACLE
  - 10 POTTERY WITH ACCENT PLANTS
  - 11 PLANTING AREA
  - 12 LOOSE FURNITURE BY INTERIOR DESIGNER
  - 13 REMOVABLE BOLLARD
  - 14 FIRE ACCESS LANE
  - 15 EXISTING TREES TO REMAIN & PROTECT IN PLACE
  - 16 BIKE RACKS  
10 BIKE RACKS ON-SITE/20 BIKES ACCOMMODATED  
32 BIKE RACKS IN ROW/64 BIKES ACCOMMODATED

**LANDSCAPE SITE DATA TABLE:**

**DEVELOPMENT STANDARDS:**  
 STREETScape ELEMENTS REQUIRED ON SUNSET BOULEVARD & WESTERN AVENUE STREET TREES WITH METAL COVERS: SPACED 30' O.C.  
 BIKE RACKS: 1/50' OF FRONTAGE  
 TRASH RECEPTACLES: 1/100' OF FRONTAGE  
 PUBLIC BENCHES: 1/250' OF FRONTAGE

**SUNSET BOULEVARD:**  
 582' STREET FRONTAGE  
 STREET TREES WITH METAL COVERS: 19 REQUIRED/6 NEW, 10 EXISTING = 16 PROVIDED  
 BIKE RACKS: 11.6 REQUIRED/12 PROVIDED/24 BIKES ACCOMMODATED  
 TRASH RECEPTACLES: 5.8 REQUIRED/6 PROVIDED  
 PUBLIC BENCHES: 2.3 REQUIRED/3 PROVIDED

**WESTERN AVENUE:**  
 505' STREET FRONTAGE  
 STREET TREES WITH METAL COVERS: 16.8 REQUIRED/9 PROVIDED  
 BIKE RACKS: 10 REQUIRED/10 PROVIDED/20 BIKES ACCOMMODATED  
 TRASH RECEPTACLES: 5 REQUIRED/5 PROVIDED  
 PUBLIC BENCHES: 2 REQUIRED/3 PROVIDED

**N. SERRANO AVENUE:**  
 505' STREET FRONTAGE  
 STREET TREES WITH METAL COVERS: 16.8 REQUIRED/11 PROVIDED  
 BIKE RACKS: 10 REQUIRED/10 PROVIDED/20 BIKES ACCOMMODATED  
 TRASH RECEPTACLES: 5 REQUIRED/5 PROVIDED  
 PUBLIC BENCHES: 2 REQUIRED/2 PROVIDED

NOTE: STREET TREES LOCATED IN ACCORDANCE WITH URBAN FORESTRY DIVISION TREE SPACING GUIDELINES.



**Revised Figure II-11**  
**Conceptual Landscape Plan-Ground Level Streetscape**

**LANDSCAPE PLAN KEY:**

- |  |                                  |  |
|--|----------------------------------|--|
| 1 UNIT TERRACE                         | 9 FIRE PIT                       | 17 BUILT-IN COUNTER WITH BARBECUE & SINK |
| 2 EMERGENCY EXIT GATE                  | 10 ARTIFICIAL TURF               | 18 BUILT IN BENCH                        |
| 3 RAISED PLANTING AREA                 | 11 DECORATIVE PAVING             | 19 BUILT-IN COUNTER                      |
| 4 TERRACE SEPARATION SCREEN            | 12 EMERGENCY EXIT STAIRS         | 20 LED PROJECTION WALL                   |
| 5 BUILT-IN BENCH / SEATWALL            | 13 MOVIE PROJECTION WALL         | 21 BUILT-IN STEPPED SEATING              |
| 6 POTTERY WITH ACCENT PLANTS           | 14 FEATURE WALL                  | 22 TABLE GAMES                           |
| 7 LOOSE FURNITURE BY INTERIOR DESIGNER | 15 BUILT-IN BENCH & FEATURE WALL |  |
| 8 BARBECUE                             | 16 FESTOON LIGHTS                |  |



**Revised Figure II-12**  
**Conceptual Landscape Plan—Level 2 Courtyards**

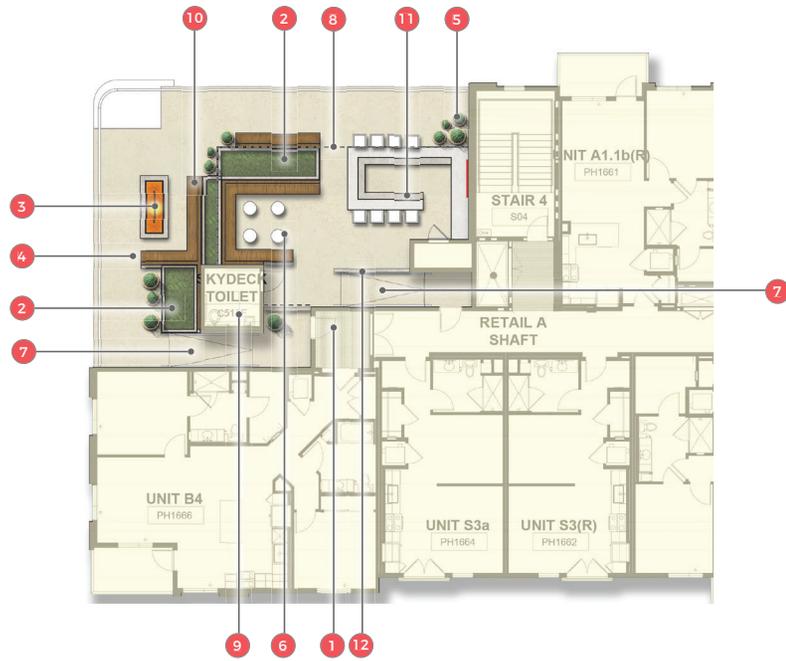
**LANDSCAPE PLAN KEY:**

- |   |  |  |                                    |
|---|--|--|------------------------------------|
| 1 UNIT TERRACE                              | 9 CABANA                                   | 17 ARTIFICIAL TURF                       | 25 BUILT-IN BENCH                  |
| 2 RAISED PLANTING AREA                      | 10 22' WIDE X 68' LONG POOL                | 18 BUILT-IN COUNTER WITH BARBEQUE & SINK | 26 BUILT-IN STEPPED SEATING        |
| 3 TERRACE SEPARATION SCREEN                 | 11 RAISED 8' X 17' SPA IN OPEN FRAME COVER | 19 FESTOON LIGHTS                        | 27 OUTDOOR EXERCISE EQUIPMENT AREA |
| 4 DECORATIVE PAVING                         | 12 LARGE TREES IN SUNKEN PLANTERS          | 20 LARGE PAVILION WITH FEATURE WALL      | 28 TABLE GAMES                     |
| 5 BUILT-IN BENCH                            | 13 STEPS                                   | 21 FEATURE WALL                          | 29 BARBECUE                        |
| 6 POTTERY WITH ACCENT PLANTING              | 14 HANDICAP RAMP                           | 22 RAISED +12' CABANA TERRACE            | 30 SMALL PAVILION                  |
| 7 LOOSE POOL FURNITURE BY INTERIOR DESIGNER | 15 POOL GATE                               | 23 FEATURE WALL                          | 31 COVERED ADA SHOWER              |
| 8 FIRE PIT                                  | 16 POOL BARRIER FENCE                      | 24 POOL VAULT BELOW                      | 32 COVERED SHOWER                  |



**Revised Figure II-13**  
**Conceptual Landscape Plan—Level 3 Pool and Courtyards**

Source: TCA Architects, Lifescapes International Inc., 2022.



**LANDSCAPE PLAN KEY:**

- 1 RESIDENTIAL ENTRY
- 2 RAISED PLANTING AREA
- 3 FIRE PIT
- 4 DECORATIVE PAVING
- 5 POTTERY WITH ACCENT PLANTING
- 6 LOOSE FURNITURE BY INTERIOR DESIGNER
- 7 HANDICAP ACCESSIBLE RAMP (MORE THAN 5%)
- 8 OVERHEAD TRELLIS
- 9 RESTROOMS
- 10 BUILT-IN BENCH
- 11 BUILT-IN COUNTER
- 12 METAL SCREEN



**Figure II-14**  
Level 6 Sky Deck

Section II, Project Description, page II-23, revise the second sentence of the second full paragraph as follows:

There are secondary parking entrances off the east west firelane/driveway ~~in the middle at the southern edge of the Project Site~~, with right turn in and right turn out on to Western Avenue for emergency vehicle access only, and right and left turns in and out on Serrano Avenue for emergency vehicles, residents, and commercial uses. There is also a commercial/guest parking entrance/exit off Sunset Boulevard which leads directly to subterranean parking level P2, and an entrance/exit ramp down to subterranean residential level P2 off Serrano Avenue.

Section II, Project Description, page II-23, revise the last sentence of the second full paragraph as follows:

The Project also includes a loading dock for the proposed grocery store along Serrano Avenue north of the pedestrian throughway at the corner of Serrano Avenue and Sunset Boulevard, with access provided from Serrano Avenue and an emergency vehicle access driveway off Western Avenue which would also provide access to an internal retail and residential loading area, as well as the passenger drop-off area.

Section II, Project Description, page II-24, revise the second and third sentences of the second full paragraph as follows:

As summarized in Table II-2 on page II-25, the Project would provide a total of ~~4,419~~ 1,409 vehicle parking spaces which is the maximum number of parking spaces permitted by the Specific Plan. Based on the proposed unit mix, the maximum parking permitted for the residential uses is ~~4,054~~ 1,041 spaces and 368 guest parking spaces.

Section II, Project Description, page II-24, revise the third paragraph as follows:

The Specific Plan contains standards for the required number of bicycle parking spaces with 0.5 bicycle spaces required for each residential unit, and one parking space for every 1,000 square feet of non-residential floor area for the first 10,000 square feet of floor area, and one bicycle parking space for every additional 10,000 square feet of floor area. Accordingly, the Project would be required to provide a minimum of 368 residential bicycle spaces and 19 commercial bicycle spaces. The Project would provide a total of ~~548~~ 387 bicycle parking spaces, consisting of ~~76~~ 84

short-term spaces and ~~472-303~~ long-term spaces, meeting this requirement. Short-term bicycle parking spaces would be distributed on the sidewalks along Sunset Boulevard and Western Avenue and within the plaza, and paseos. Long-term bicycle parking spaces would be provided on parking levels P1, and P2, and P3. ~~Two locker rooms would be located at ground level in the southeast portion of the Project Site and would each consist of 24 lockers, a shower, toilet, and lavatory.~~

Section II, Project Description, page II-25, replace Table II-2 with Revised Table II-2 below:

**Revised Table II-2  
Summary of Proposed Vehicle Parking**

Land Use	Maximum Number of Vehicle Parking Spaces Pursuant to Specific Plan Section 9.E	Number of Vehicle Parking Spaces Proposed
Residential	<del>1,054</del> <u>1,041</u>	<del>1,054</del> <u>1,041</u>
Commercial <sup>a</sup>	190	190
Additional Guest Parking <sup>b</sup>	178	178
<b>Total</b>	<b><del>1,419</del><u>1,409</u></b>	<b><del>1,419</del><u>1,409</u></b>
<p><sup>a</sup> Also counts toward the 368 required guest parking spaces.</p> <p><sup>b</sup> Requirement of 368 guest parking spaces minus 190 spaces shared with the commercial uses. As set forth in the Specific Plan, in a mixed-use project, the guest parking required for the residential uses shall be provided through shared use of required commercial parking spaces.</p> <p>Source: <del>Van Tilburg, Barvard &amp; Soderbergh, 2020</del> <u>TCA Architects, 2022</u>.</p>		

Section II, Project Description, page II-28, delete the first bullet point under Transportation:

- ~~• Provision of 548 bicycle parking spaces in excess of the 387 bicycle parking spaces required by the Specific Plan.~~

### III. Environmental Setting

No corrections and additions have been made to this section of the Draft EIR.

### IV.A. Air Quality

Section IV.A, Air Quality, page IV.A-43, revise the first sentence of the last paragraph as follows:

Based on employment generation rates published by LADOT and DCP, development of the Project would result in a net increase of approximately ~~35~~33 employment positions on the Project Site (340 existing employees and ~~375~~373 with the Project).<sup>51</sup>

Section IV.A, Air Quality, page IV.A-44, revise the second full sentence as follows:

The estimated ~~35~~33 net new employees generated by the Project would represent 0.02 percent of the employment growth forecasted by SCAG for the City of Los Angeles between 2017 and 2026 under the 2016–2040 RTP/SCS and 0.04 percent of the growth for the same period forecasted by the 2020–2045 RTP/SCS.

Section IV.A, Air Quality, page IV.A-44, revise the third sentence of the second full paragraph as follows:

Mitigation Measures ~~Air-AIR~~AIR-MM-1 through ~~MM-6~~MM-5 would further reduce significant air quality impacts as the result of regional construction pollutant emissions.

Section IV.A, Air Quality, page IV.A-47, revise the second sentence of the first full paragraph as follows:

In particular, the Project includes ~~548~~387 bicycle parking spaces (including ~~472~~303 long-term spaces and ~~76~~84 short-term spaces for the proposed residential, commercial and retail uses).

Section IV.A, Air Quality, page IV.A-49, revise the fourth sentence of the consistency analysis for Objective 1.1 as follows:

The Project would also provide ~~548~~387 bicycle parking spaces, including ~~76~~84 short-term spaces to further encourage biking.

Section IV.A, Air Quality, page IV.A-50, revise the fourth sentence of the consistency analysis for Goal 2 as follows:

The Project would also provide ~~548~~387 bicycle parking spaces, including ~~76~~84 short-term spaces to further encourage biking.

Section IV.A, Air Quality, page IV.A-50, revise the third sentence of the consistency analysis for Policy 2.1.1 as follows:

The Project would also provide ~~548-387~~ bicycle parking spaces, including ~~76~~ 84 short-term spaces to further encourage biking.

Section IV.A, Air Quality, page IV.A-51, revise the second sentence of the consistency analysis for Policy 4.2.5 as follows:

The Project would also provide ~~548-387~~ bicycle parking spaces, including ~~76~~ 84 short-term spaces to further encourage biking.

Section IV.A, Air Quality, page IV.A-57, revise Mitigation Measure AIR-MM-1 as follows:

**Mitigation Measure AIR-MM-1:** All off-road diesel-powered equipment greater than 50 hp used during Project grading/excavation activities shall meet United States Environmental Protection Agency (USEPA) Tier 4 Final emissions standards. A copy of each such unit's certified tier specification, Best Available Control Technology (BACT) documentation, and California Air Resources Board (CARB) or South Coast Air Quality Management District (SCAQMD) operating permit shall be provided on-site at the time of mobilization of each applicable unit of equipment to allow the Construction Monitor to compare the on-site equipment with the inventory and certified Tier specification and operating permit.

Section IV.A., Air Quality, page IV.A-58, delete Mitigation Measure AIR-MM-6:

~~**Mitigation Measure AIR-MM-6:** The Project shall include the use of solar-powered generators, to the extent commercially available, should generators be required during construction.~~

Section IV.A, Air Quality, page IV.A-59, revise the first and second sentences as follows:

Peak daily NOx emissions over the duration of construction would be 97 pounds per day of NOx during Year ~~2022~~ 2023, which is also below the significance threshold. AIR-MM-3 through ~~AIR-MM-6~~ AIR-MM-5, presented

above, would further reduce criteria pollutant emissions (including NOx) during Project construction activities.

Section IV.A, Air Quality, page IV.A-59, revise the fourth sentence as follows:

Although Mitigation Measures AIR-MM-3 through ~~AIR-MM-6~~ AIR-MM-5 are included as part of the Project, emissions presented above do not account for these measures.

Section IV.A, Air Quality, page IV.A-60, revise the last sentence of the first full paragraph as follows:

This analysis is based on existing background ambient air quality monitoring data ~~(2016–2018)~~ (2017–2019).

Section IV.A, Air Quality, page IV.A-67, revise the first full sentence as follows:

As discussed above, while Mitigation Measures AIR-MM-3 through ~~AIR-MM-6~~ AIR-MM-5 would serve to further reduce construction emissions, the measures are not readily quantifiable and were conservatively not included in the construction emissions inventory.

Section IV.A, Air Quality, page IV.A-68, revise the last sentence as follows:

With incorporation of AIR-MM-1 through ~~AIR-MM-6~~ AIR-MM-5 under Threshold (b), cumulative impacts with regard to air quality during both construction and operation would be less than significant and no additional mitigation measures are required.

## **IV.B. Cultural Resources**

No corrections and additions have been made to this section of the Draft EIR.

## **IV.C. Energy**

Section IV.C, Energy, page IV.C-32, revise the fifth sentence of the first full paragraph as follows:

The Project would also provide ~~76–84~~ short-term and ~~472–303~~ long-term bicycle parking spaces for the proposed uses to encourage utilization of alternative modes of transportation.

#### **IV.D. Greenhouse Gas Emissions**

Section IV.D, Greenhouse Gas Emissions, page IV.D-58, revise the first sentence of the second full paragraph as follows:

Based on employee generation rates published by LADOT and DCP, the Project’s commercial uses would result in a net increase of ~~35–33~~ jobs.

Section IV.D, Greenhouse Gas Emissions, page IV.D-58, revise the last sentence of the second full paragraph as follows:

The net increase of ~~35–33~~ on-site employees that would be generated by the Project would represent 0.02 percent of the employment growth forecasted for the SCAG Region between 2017 and 2026 based on the 2016–2040 RTP/SCS and 0.04 percent of the employment growth based on the 2020–2045 RTP/SCS, and it can therefore be concluded that the Project would be consistent with the projections in the 2016–2040 RTP/SCS and 2020–2045 RTP/SCS.

Section IV.D, Greenhouse Gas Emissions, page IV.D-60, revise the third sentence of the first full paragraph as follows:

The Project would provide ~~76–84~~ short-term and ~~472–303~~ long-term bicycle parking spaces to further encourage biking.

Section IV.D, Greenhouse Gas Emissions, page IV.D-62, revise the second sentence of the second full paragraph as follows:

In addition, the Project would provide ~~76–84~~ short-term and ~~472–303~~ long-term bicycle parking spaces to further encourage biking.

Section IV.D, Greenhouse Gas Emissions, page IV.D-71, revise the fifth sentence of the first full paragraph as follows:

The Project would provide ~~76–84~~ short-term and ~~472–303~~ long-term bicycle parking spaces to further encourage biking.

## IV.E. Land Use

Section IV.E, Land Use, page IV.E-23, revise the second sentence of the first paragraph as follows:

The Project would meet the required open space area as set forth by the LAMC by providing approximately ~~96,800~~ 91,606 square feet of open space, ~~a which is comprised of 56,175 sf of Common Open Space (landscaped courtyards) and 13,031 sf of Covered Amenities and 22,400 sf of Private Open Space at balconies and patios. A public plaza fronting Sunset Boulevard, and a landscaped publicly accessible covered paseo at the ground level is provided in addition to the calculated above-grade open space areas that would be publicly accessible from Sunset Boulevard, Western Avenue, and Serrano Avenue.~~

Section IV.E, Land Use, page IV.E-23, revise the eighth through twelfth sentences of the first paragraph as follows:

Each building would be oriented around an open space courtyard with shared amenities for the residents that would include multiple terraces with a swimming pools, spas, cabanas, multiple lounge and seating areas, paseos walkways with water and landscape elements, a fitness courtyard, outdoor fireplaces, and outdoor kitchens ~~fire pits, barbecues, and game areas~~. These courtyards would be provided at ~~the podium level~~ Level 3 for Buildings 1 and 2 and at Level 2 for Buildings 3 and 4. Additionally, ~~a dog park would be located on Level 2 and private patios would be provided throughout the residential development. Indoor recreation areas including a game room, fitness center, and club room would be located on the second, third, and fourth~~ fourth levels. ~~An outdoor rooftop terrace is proposed atop the recreation building. Although not considered open space, a sky deck is proposed on Level 6 with a fire pit, multiple lounge areas, and landscaping.~~

Section IV.E, Land Use, page IV.E-24 to IV.E-25, revise the last sentence beginning on page IV.E.24 as follows:

Furthermore, the Project would promote alternative modes of transportation by providing a total of approximately ~~548~~ 387 bicycle parking spaces, including ~~472~~ 303 long-term spaces and ~~76~~ 84 short-term spaces.

Section IV.E, Land Use, page IV.E-26, revise the first sentence of the second full paragraph as follows:

The Project would support the City's objectives and policies for ensuring an adequate supply of rental housing and promoting sustainable neighborhoods with a mix of uses by providing 735 new multi-family residential units consisting of ~~254-275~~ studios, ~~336-307~~ one-bedroom units, and ~~448-153~~ two-bedroom, along with neighborhood-serving commercial uses in an urbanized area with similar land uses.

Section IV.E, Land Use, page IV.E-27, revise the fourth sentence of the second paragraph as follows:

Specifically, the Project would provide a variety of open space and recreational amenities totaling ~~96,800-91,606~~ square feet of open space, ~~49,300-24,464~~ square feet of which would be at the ~~ground-first habitable~~ level (i.e., Level 2), which would exceed the requirements set forth in the Specific Plan of ~~77,200-77,325~~ square feet.

Section IV.E, Land Use, page IV.E-28, revise the second sentence of the last paragraph as follows:

The Project would contribute to Goal 9 by providing 735 new residential units consisting of ~~254-275~~ studio units, ~~336-307~~ one-bedroom units, and ~~448-153~~ two-bedroom units.

Section IV.E, Land Use page IV.E-29, revise the fifth full sentence as follows:

The Project would also provide a total of ~~548-387~~ bicycle parking spaces, including ~~472-303~~ long-term spaces and ~~76-84~~ short-term spaces that would promote the use of non-motorized transportation.

Section IV.E, Land Use, page IV.E-29, revise the second sentence of the last paragraph as follows:

The Project would provide ~~96,800-91,606~~ square feet of open space, which exceeds the ~~77,200-77,325~~ square feet required by the Specific Plan by ~~49,600-14,281~~ square feet.

Section IV.E, Land Use, page IV.E-30, revise the second full paragraph as follows:

Parking for the proposed uses would be provided in accordance with LAMC requirements (LAMC Sections 12.21.A.4 and 12.21.A.4.(x)(3)) and the Specific Plan. The Project includes a total of ~~4,419-1,409~~ vehicle parking

spaces, which is the maximum number of spaces permitted by the Specific Plan. Based on the proposed unit mix, the maximum parking permitted for the residential uses is ~~4,054~~ 1,041 spaces and 368 guest parking spaces. For the commercial uses, the maximum number of commercial spaces is two parking spaces for each 1,000 square feet. A maximum of 190 spaces is permitted for the Project's proposed commercial uses (95,000 square feet divided by 500). As set forth in the Specific Plan, in a mixed-use project the guest parking required for the residential uses shall be provided through shared use of required commercial parking spaces. In addition, the Project provides a total of approximately ~~548~~ 387 bicycle parking spaces, including ~~472~~ 303 long-term spaces and ~~76~~ 84 short-term spaces, ~~in excess of Specific Plan requirements~~ as required by the Specific Plan.

## IV.F. Noise

Section IV.F, Noise, page IV.F-30, revise the last sentence beginning on the page as follows:

As indicated in Revised Table IV.F-13 on page III-36 of the Final EIR, the estimated noise levels from the mechanical equipment would range from ~~34.4~~ 36.2 dBA ( $L_{eq}$ ) at receptor location R2 to ~~37.3~~ 38.5 dBA ( $L_{eq}$ ) at receptor location ~~R4~~ R3, which would be well below the existing ambient noise levels.

Section IV.F, Noise, page IV.F-31, replace Table IV.F-13 with Revised Table IV.F-13 on page III-36:

**Revised Table IV.F-13  
Estimated Noise Levels from Mechanical Equipment**

Receptor Location	Existing Ambient Noise Levels, dBA (L <sub>eq</sub> )	Estimated Noise Levels from Mechanical Equipment, dBA (L <sub>eq</sub> )	Ambient + Project Noise Levels, dBA (L <sub>eq</sub> )	Significance Criteria, dBA (L <sub>eq</sub> ) <sup>a</sup>	Exceedance over Significance Criteria	Significant Impact?
R1	57.6	<del>37.3</del> <u>37.8</u>	57.6	62.6	0.0	No
R2	56.1	<del>34.4</del> <u>36.2</u>	56.1	61.1	0.0	No
R3	66.0	<del>35.9</del> <u>38.5</u>	66.0	71.0	0.0	No
R4	56.6	<del>34.8</del> <u>36.8</u>	56.6	61.6	0.0	No
R5	56.5	<del>35.7</del> <u>37.3</u>	56.5	61.5	0.0	No

<sup>a</sup> Significance criteria are equivalent to the measured daytime or nighttime ambient noise levels, whichever is lower (see Table IV.F-7 on page IV.F-15) plus 5 dBA, per the City of Los Angeles Noise Regulations. If the estimated noise levels exceed those significance criteria, a noise impact is identified. Source: AES, 2020 2022. See Appendix H-FEIR-7 of this Draft Final EIR.

Section IV.F, Noise, page IV.F-31, revise the first sentence of the last paragraph as follows:

As discussed in Section II, Project Description, of this Draft EIR, the Project would include various outdoor open space areas, including: (1) a pedestrian paseo and plazas at the ground level; (2) an open space courtyard with various amenities at the podium level of each of the four buildings; (3) an outdoor pool area at Level 3; (4) an outdoor terrace at Level 5; and (5) an outdoor sky deck on Level 6.

Section IV.F, Noise, page IV.F-32, revise the second paragraph as follows:

Revised Table IV.F-15 on page IV.F-33-III-38 of the Final EIR presents the estimated noise levels at the off-site sensitive receptors resulting from the use of outdoor areas. The estimated noise levels were calculated with the assumption that all of the outdoor spaces would be fully occupied and operating concurrently to represent a worst-case noise analysis. As presented in Revised Table IV.F-15, the estimated noise levels from the outdoor spaces would range from 49.4-45.0 dBA (L<sub>eq</sub>) at receptor R2-R4 to 63.9-66.2 dBA (L<sub>eq</sub>) at receptor R3 and would be below the significance criteria of 5 dBA (L<sub>eq</sub>) above ambient noise levels (based on the lowest measured ambient noise level). **As such, noise impacts from the use of the outdoor areas would be less than significant.**

Section IV.F, Noise, page IV.F-32, revise the sixth, seventh, and eighth sentences of the third paragraph as follows:

The at-grade parking level would be located ~~at the south side of the Project Site, behind at the interior of Buildings 1, and 2, 3, and 4,~~ which would be shielded to sensitive receptors to the north, east, and west (by the Project buildings). Revised Table IV.F-16 on page ~~IV.F-34~~ III-38 of the Final EIR presents the estimated noise levels from the at-grade parking levels at the off-site receptor locations. As indicated in Revised Table IV.F-16, the estimated noise levels from the Project parking garage would be well below the significance criteria of 5 dBA (L<sub>eq</sub>) above the ambient noise levels (based on the lowest measured ambient).

Section IV.F, Noise, page IV.F-33, replace Table IV.F-14 with Revised Table IV.F-14 below:

**Revised Table IV.F-14  
Outdoor Use Analysis Assumptions**

Outdoor Space	Approximate Area (sf)	Estimated Total Number of People <sup>a</sup>	Amplified Sound System Levels, dBA (L <sub>eq</sub> )
Level 1—Plaza ( <del>northwest northeast</del> corner)	<del>4,160</del> <u>503</u>	<del>277</del> <u>34</u>	71 dBA at 25 feet
Level 1—Plaza (north side)	<del>4,600</del> <u>1,021</u>	<del>307</del> <u>68</u>	71 dBA at 25 feet
Level 1—North/South <u>Covered</u> Paseo	<del>48,400</del> <u>10,200</u>	<del>4,227</del> <u>680</u>	71 dBA at 25 feet
<u>Level 1—Open Air Plaza (south side)</u>	<u>3,112</u>	<u>207</u>	<u>71 dBA at 25 feet</u>
Level 2— <del>Building 3</del> <u>Courtyard South Courtyards</u>	<del>43,240</del> <u>26,107</u>	<del>883</del> <u>1,740</u>	85 dBA at 25 feet
Level 2— <del>Building 4</del> <u>Courtyard</u>	<del>40,820</del>	<del>721</del>	<del>85 dBA at 25 feet</del>
Level 3— <u>North Courtyards and Pool Area</u>	<del>26,270</del> <u>31,711</u>	<del>4,754</del> <u>2,114</u>	85 dBA at 25 feet
Level 3— <del>Building 1</del> <u>Courtyard</u>	<del>5,990</del>	<del>399</del>	<del>85 dBA at 25 feet</del>
Level 3— <del>Building 2</del> <u>Courtyard</u>	<del>9,600</del>	<del>640</del>	<del>85 dBA at 25 feet</del>
Level 5— <u>Outdoor Terrace</u>	<u>2,233</u>	<u>149</u>	<u>85 dBA at 25 feet</u>
Roof Terrace <u>Level 6—Sky Deck</u>	<del>42,570</del> <u>1,425</u>	<del>838</del> <u>95</u>	85 dBA at 25 feet
<p><sup>a</sup> Based on maximum 15 square feet per person, per Building Code (2019 California Standards Building Code, Chapter 10, Table 1004.5). Source: <del>Van Tilburg, Banvard &amp; Soderbergh, AIA, 2020</del> <u>TCA Architects, 2022; AES, 2020 2022.</u></p>			

Section IV.F, Noise, page IV.F-33, replace Table IV.F-15 with Revised Table IV.F-15 below:

**Revised Table IV.F-15**  
**Estimated Noise Levels from Outdoor Uses**

Receptor Location	Existing Ambient Noise Levels (dBA (L <sub>eq</sub> ))	Estimated Noise Levels from Outdoor Uses (dBA (L <sub>eq</sub> ))	Ambient + Project Noise Levels (dBA (L <sub>eq</sub> ))	Significance Criteria <sup>a</sup>	Exceedance over Significance Criteria	Significant Impact?
R1	57.6	<del>53.4</del> <u>59.6</u>	<del>59.0</del> <u>61.7</u>	62.6	0.0	No
R2	56.1	<del>49.4</del> <u>50.3</u>	<del>56.9</del> <u>57.1</u>	61.1	0.0	No
R3	66.0	<del>63.6</del> <u>66.2</u>	<del>68.0</del> <u>69.1</u>	71.0	0.0	No
R4	56.6	<del>49.8</del> <u>45.0</u>	<del>57.4</del> <u>56.9</u>	61.6	0.0	No
R5	56.5	<del>55.0</del> <u>57.9</u>	<del>58.8</del> <u>60.3</u>	61.5	0.0	No

<sup>a</sup> Significance criteria are equivalent to the measured daytime or nighttime ambient noise levels, whichever is lower (see Table IV.F-7 on page IV.F-15) plus 5 dBA, per the City of Los Angeles Noise Regulations. If the estimated noise levels exceed those significance criteria, a noise impact is identified.  
Source: AES, ~~2020~~ 2022. See Appendix H-~~FEIR-7~~ of this ~~Draft~~ Final EIR.

Section IV.F, Noise, page IV.F-34, replace Table IV.F-16 with Revised Table IV.F-16 below:

**Revised Table IV.F-16**  
**Estimated Noise Levels from Parking Facilities**

Receptor Location	Existing Ambient Noise Levels, dBA (L <sub>eq</sub> )	Estimated Noise Levels from Parking Facilities, dBA (L <sub>eq</sub> )	Ambient + Project Noise Levels, dBA (L <sub>eq</sub> )	Significance Criteria <sup>a</sup>	Exceedance over Significance Criteria	Significant Impact?
R1	57.6	47.5 <u>46.1</u>	58.0 <u>57.9</u>	62.6	0.0	No
R2	56.1	30.5 <u>18.4</u>	56.1	61.1	0.0	No
R3	66.0	41.3 <u>40.8</u>	66.0	71.0	0.0	No
R4	56.6	40.5 <u>38.3</u>	56.7	61.6	0.0	No
R5	56.5	34.3 <u>30.5</u>	56.5	61.5	0.0	No

<sup>a</sup> Significance criteria are equivalent to the measured daytime or nighttime ambient noise levels, whichever is lower (see Table IV.F-7 on page IV.F-15) plus 5 dBA, per the City of Los Angeles Noise Regulations. If the estimated noise levels exceed those significance criteria, a noise impact is identified.  
Source: AES, ~~2020~~ 2022. See Appendix H-~~FEIR-7~~ of this ~~Draft~~ Final EIR.

Section IV.F, Noise, page IV.F-34, revise the last paragraph beginning on the page as follows:

The Project would include ~~two~~ four loading dock areas at Level 1, ~~one of which would be located under Building 1 and the other located at the east side of Building 2 at each of the four buildings.~~ Delivery trucks would access the loading docks through the entrance driveway from Serrano Avenue (from the east) and Western Avenue (from the West). The Project trash rooms would be located ~~in the subterranean parking Level P1 and within a enclosed area of the loading dock areas on Levels 1, P1, and P2 each of the four buildings.~~ Noise sources associated with the loading dock and trash collection area would include delivery/trash collection trucks and operation of the trash compactor. Based on measured noise levels from typical loading dock facilities and trash compactors, delivery/trash collection trucks and trash compactors could generate noise levels of approximately 71 dBA (L<sub>eq</sub>) and 66 dBA (L<sub>eq</sub>), respectively, at a distance of 50 feet.<sup>1</sup> The trash rooms (trash compactors) would be effectively buffered from the off-site sensitive receptors as they are located ~~within the subterranean parking level and within a fully enclosed area of the loading dock located rooms on Level 1.~~ As provided above in Project Design Feature NOI-PDF-4, all loading docks would be screened from off-site noise-sensitive receptors. The loading docks would also be shielded to the off-site sensitive receptors by the Project buildings (for the interior loading dock) and noise-shielding wall (for the east side loading dock). Revised Table IV.F-17 on page IV.F-35-III-40 of the Final EIR, presents the estimated noise levels at the off-site receptor locations from operation of the loading dock and trash compactor. As indicated in Revised Table IV.F-17, the estimated noise from the loading dock and trash compactor range from ~~40.2-34.1~~ 34.1 dBA (L<sub>eq</sub>) at receptor location ~~R5-R2~~ R2 to ~~53.6~~ 55.4 dBA (L<sub>eq</sub>) at receptor location ~~R3~~ R5. The estimated noise levels from the loading dock and trash compactor at all off-site receptor locations would be below the significance criteria of 5 dBA (L<sub>eq</sub>) above ambient daytime noise levels. **Therefore, noise impacts from loading dock and trash compactor operations would be less than significant.**

Section IV.F, Noise, page IV.F-35, replace Table IV.F-17 with Revised Table IV.F-17 on page III-40:

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<sup>1</sup> *RK Engineering Group, Inc., Wal-Mart/Sam's Club Reference Noise Level Study, 2003.*

**Revised Table IV.F-17  
Estimated Noise Levels from Loading Dock and Trash Compactor**

Receptor Location	Existing Ambient Noise Levels (dBA (L <sub>eq</sub> ))	Estimated Noise Levels from Loading Dock and Trash Compactor (dBA (L <sub>eq</sub> ))	Ambient + Project Noise Levels (dBA (L <sub>eq</sub> ))	Significance Criteria <sup>a</sup>	Exceedance over Significance Criteria	Significant Impact?
R1	57.6	<del>53.4</del> <u>50.3</u>	<del>59.0</del> <u>58.3</u>	62.6	0.0	No
R2	56.1	<del>50.4</del> <u>34.1</u>	<del>57.4</del> <u>56.1</u>	61.1	0.0	No
R3	66.0	<del>53.6</del> <u>43.8</u>	<del>66.2</del> <u>66.0</u>	71.0	0.0	No
R4	56.6	<del>51.3</del> <u>51.9</u>	<del>57.7</del> <u>57.9</u>	61.6	0.0	No
R5	56.5	<del>40.2</del> <u>55.4</u>	<del>56.6</del> <u>59.0</u>	61.5	0.0	No

<sup>a</sup> Significance criteria are equivalent to the measured daytime or nighttime ambient noise levels, whichever is lower (see Table IV.F-7 on page IV.F-15) plus 5 dBA, per the City of Los Angeles Noise Regulations. If the estimated noise levels exceed those significance criteria, a noise impact is identified.  
Source: AES, 2020, 2022. See Appendix H-FEIR-7 of this Draft-Final EIR.

Section IV.F, Noise, page IV.F-38, revise the first two sentences of the last paragraph beginning on the page as follows:

Revised Table IV.F-20 on page IV.F-41—III-41 of the Final EIR, presents the estimated composite noise levels in terms of CNEL at the off-site sensitive receptor locations from the Project-related noise sources. As indicated in Revised Table IV.F-20, the Project would result in an increase in composite noise levels ranging from ~~0.5~~ 0.3 dBA at receptor locations R2 and R4 to ~~1.4~~ 2.0 dBA at receptor location R1.

Section IV.F, Noise, page IV.F-41, replace Table IV.F-20 with Revised Table IV.F-20 on page III-41:

**Revised Table IV.F-20  
Composite Noise Impacts**

Receptor Location	Existing Ambient Noise Levels (CNEL (dBA)) (A)	Calculated Project-Related Noise Sources (CNEL (dBA))						Project Composite Noise Levels (CNEL (dBA)) (G=B+C+D+E+F) <sup>b</sup>	Ambient plus Project Noise Levels (CNEL (dBA)) (H=A+G) <sup>b</sup>	Increase in Noise Levels due to Project (CNEL (dBA)) (H-A)	Sig Criteria <sup>a</sup> (CNEL (dBA))	Sig. Impact?
		Traffic (B)	Mechanical (C)	Parking (D)	Loading/Trash Compactor (E)	Outdoor Spaces (F)						
R1	62.7	41.5	44.0 <u>44.5</u>	54.2 <u>52.8</u>	53.1 <u>50.0</u>	52.7 <u>58.9</u>	58.4 <u>60.5</u>	64.1 <u>64.7</u>	4.4 <u>2.0</u>	67.7	No	
R2	62.7	43.0	41.1 <u>42.9</u>	37.2 <u>25.1</u>	50.1 <u>33.8</u>	48.4 <u>49.6</u>	53.2 <u>51.3</u>	63.2 <u>63.0</u>	0.5 <u>0.3</u>	67.7	No	
R3	71.1	51.8	42.6 <u>45.2</u>	48.0 <u>47.5</u>	53.3 <u>43.5</u>	62.9 <u>65.5</u>	63.8 <u>65.8</u>	71.8 <u>72.2</u>	0.7 <u>1.1</u>	74.1	No	
R4	63.5	40.9	41.5 <u>43.5</u>	47.2 <u>45.0</u>	51.0 <u>51.6</u>	49.1 <u>44.3</u>	54.6 <u>53.3</u>	64.0 <u>63.9</u>	0.5 <u>0.4</u>	68.5	No	
R5	62.9	39.7	42.4 <u>44.0</u>	41.0 <u>37.2</u>	39.9 <u>55.1</u>	54.3 <u>57.2</u>	55.0 <u>59.5</u>	63.6 <u>64.5</u>	0.7 <u>1.6</u>	67.9	No	

<sup>a</sup> Significance criteria are equivalent to the existing ambient plus 3 dBA if the estimated noise levels (ambient plus Project) fall within the “normally unacceptable” or “clearly unacceptable” land use categories or ambient plus 5 dBA if the estimated noise levels fall within the “normally acceptable” or “conditionally acceptable” land use categories, per the City of Los Angeles Noise Element. If the estimated noise levels exceed those significance criteria, a noise impact is identified.

<sup>b</sup> Adding sound levels in dB are calculated based on energy basis.

Source: AES, ~~2020~~ 2022. See Appendix H-~~FEIR-7~~ of this Draft Final EIR.

Section IV.F, Noise, page IV.F-42, revise Mitigation Measure NOI-MM-1 as follows:

**Mitigation Measure NOI-MM-1:** A temporary and impermeable sound barrier shall be erected at the locations listed below. At plan check, building plans shall include documentation prepared by a noise consultant verifying compliance with this measure.

- Along the eastern property line of the Project Site between the construction areas and the residential uses on the east side of Serrano Avenue east of the Project Site (receptor R1). The temporary sound barrier shall be designed to provide a minimum 15-dBA noise reduction at the ground level of receptor R1.
- Along the northern property line of the Project Site between the construction areas and residential use on Serrano Avenue northeast of the Project Site (receptor R2) and the hotel on the north side Sunset Boulevard (receptor R3). The temporary sound barrier shall be designed to provide a minimum 11-dBA and 7-dBA noise reduction at the ground level of receptors R2 and R3, respectively.
- Along the southern property line (east portion) of the Project Site between the construction areas and residential use on Fernwood Avenue south of the Project Site (receptor R5). The temporary sound barrier shall be designed to provide a minimum 5-dBA noise reduction at the ground level of receptor R5.

## IV.G. Population and Housing

Section IV.G, Population and Housing, page IV.G-15, replace Table IV.G-3 with Revised Table IV.G-3 on page III-43:

**Revised Table IV.G-3  
Project Percentage Share of 2017–2026 Growth (2016–2040 RTP/SCS)**

Year	Net Project Increase	% of SCAG Growth	% of Los Angeles Growth
Population	1,771 res	0.14%	0.72%
Housing	735 du	0.15%	0.63%
Employment	<del>35</del> <u>33</u> emp	0.001%	0.02%
<hr/> <i>du = dwelling units</i> <i>emp = employees</i> <i>res = residents</i> <i>Source: SCAG 2016–2040 RTP/SCS and Eystone Environmental, 2021 2022.</i>			

Section IV.G, Population and Housing, page IV.G-15, replace Table IV.G-4 with Revised Table IV.G-4 below:

**Revised Table IV.G-4  
Project Percentage Share of 2017–2026 Growth (2020–2045 RTP/SCS)**

Year	Net Project Increase	% of SCAG Growth	% of Los Angeles Growth
Population	1,771 res	0.16%	0.68%
Housing	735 du	0.15%	0.56%
Employment	<del>35</del> <u>33</u> emp	0.007%	0.04%
<hr/> <i>du = dwelling units</i> <i>emp = employees</i> <i>res = residents</i> <i>Source: SCAG 2020–2045 RTP/SCS and Eystone Environmental, 2021 2022.</i>			

Section IV.G, Population and Housing, page IV.G-17, revise the first full paragraph as follows:

As shown in Revised Table IV.G-3 on page IV.G-15 III-43 of the Final EIR, based on employment generation rates published by LADOT, development of the Project would result in a net increase of ~~35~~33 employment positions on the Project Site (340 existing employees and ~~375~~373 with the Project).<sup>41</sup>

Section IV.G, Population and Housing, page IV.G-17, revise the first and second sentences of the second full paragraph as follows:

As shown in Revised Table IV.G-3, the net increase of ~~35-33~~ on-site employees that would be generated by the Project would represent 0.001 percent of the employment growth forecasted for the SCAG Region and 0.02 percent of the employment growth forecasted for the City of Los Angeles between 2017 and 2026 based on SCAG's 2016–2040 RTP/SCS. As shown in Revised Table IV.G-4 on page ~~IV.G-15, III-43~~ of the Final EIR, the net increase of ~~35-33~~ employees would represent 0.007 percent of the employment growth forecasted for the SCAG Region and 0.04 percent of the employment growth forecasted for the City of Los Angeles between 2017 and 2026 based on SCAG's 2020–2045 RTP/SCS.

Section IV.G, Population and Housing, page IV.G-17 to IV.G-18, revise the last sentence beginning on page IV.G-17 as follows:

Since the Project represents a net increase of ~~35-33~~ employment positions for the SCAG Region and the City, which is a negligible change relative to existing conditions on the Project Site, impacts on the jobs/housing ratio would be less than significant.

Section IV.G, Population and Housing, page IV.G-18, revise the last sentence of the first full paragraph as follows:

Since the Project represents a net increase of ~~35-33~~ employment positions for the SCAG Region and the, representing 0.007 percent and 0.04 percent of planned employment growth respectively, which is a negligible change relative to existing conditions on the Project Site, impacts on unplanned induced population growth related to the jobs/housing ratio would be less than significant.

Section IV.G, Population and Housing, page IV.G-18, revise the second and third sentences of the last full paragraph as follows:

As shown in Revised Table IV.G-5 on page ~~IV.G-19, III-45~~ of the Final EIR, based on employment generation rates, development of the Project would result in approximately ~~375-373~~ employees on the Project Site, resulting in a net increase of ~~35-33~~ employees compared to existing conditions. The net increase of ~~35-33~~ on-site employees resulting from the Project would represent a negligible amount of the employment growth forecasted for the

SCAG Region or the City between 2017 and 2026 based on SCAG's 2016–2040 RTP/SCS.

Section IV.G, Population and Housing, page IV.G-19, replace Table IV.G-5 with Revised Table IV.G-5 below:

**Revised Table IV.G-5  
Estimate of Project Net Employees**

Land Use	Size (sf)	Employees/ 1,000 sf <sup>a</sup>	Employees
<b>Existing</b>			
Grocery Store	78,328	4.00	313
Vacant Commercial Space	18,525	0	0
Fast Food	3,943	6.7	27
<i>Total Existing</i>			340
<b>Proposed</b>			
Retail	<del>16,000</del> 17,000	2	<del>32</del> 34
Market	<del>69,000</del> 68,000	4	<del>276</del> 272
Restaurant	10,000	6.7	67
<i>Total Proposed</i>			<del>375</del> 373
<b>Net New Employees (Proposed – Existing)</b>			<b><del>35</del> 33</b>
<hr/> <i>sf = square feet</i> <i>Numbers may not sum due to rounding.</i> <sup>a</sup> <i>Using employee generation factors from the Los Angeles Department of Transportation (LADOT) and Los Angeles Department of City Planning (DCP), City of Los Angeles VMT Calculator Documentation, Version 1.3, May 2020, Table 1. Based on the employee generation rates for Supermarket (4.0 employees/1,000 square feet), General Retail (2.0 employees/1,000 square feet), and Fast-Food Restaurant (6.7 employees/1,000 square feet).</i> <i>Source: Eyestone Environmental, 2022.</i>			

Section IV.G, Population and Housing, page IV.G-23, replace Table IV.G-6 with Revised Table IV.G-6 on page III-46:

**Revised Table IV.G-6  
Cumulative Population and Housing Impacts (2016–2040 RTP/SCS)**

	<b>Population (people)</b>	<b>Housing (units)</b>	<b>Employment (jobs)</b>
Proposed	1,771	735	<del>375</del> <u>373</u>
Existing	—	—	340
<b>Total Net Project Impact (Proposed – Existing)</b>	<b>1,771</b>	<b>735</b>	<b><del>35</del><u>33</u></b>
<b>Related Projects Total</b>	<b>30,330</b>	<b>12,533</b>	<b>34,096</b>
<b>Cumulative (Project + Related Projects) Total</b>	<b>32,101</b>	<b>13,268</b>	<b><del>34,131</del><u>34,129</u></b>
SCAG Region Total, 2026 <sup>a</sup>	20,230,000	6,648,500	8,656,000
SCAG Region Growth, 2017–2026	1,226,571	490,821	781,714
City of Los Angeles Total, 2026 <sup>a</sup>	4,227,450	1,507,900	1,932,750
City of Los Angeles Growth, 2017–2026	245,539	117,257	151,939
Cumulative (Project + Related Projects) Share of Total in the SCAG Region, 2026	0.16%	0.20%	0.39%
Cumulative (Project + Related Projects) Share of Growth in the SCAG Region, 2017–2026	2.62%	2.70%	4.37%
Cumulative (Project + Related Projects) Share of Total in the City of Los Angeles, 2026	0.76%	0.88%	1.77%
Cumulative (Project + Related Projects) Share of Growth in the City of Los Angeles, 2017–2026	13.07%	11.32%	22.46%
<i>Source: SCAG 2016–2040 RTP/SCS; Eyestone Environmental, 2022.</i>			

Section IV.G, Population and Housing, page IV.G-23, revise the first sentence last paragraph beginning on page IV.G-23 as follows:

As shown in Revised Table IV.G-6, the Project uses would generate a net increase of ~~35~~33 jobs.

Section IV.G, Population and Housing, page IV.G-24, revisit the first sentence of the second full paragraph as follows:

As shown in Revised Table IV.G-7, the Project uses would generate a net increase of ~~35~~33 jobs.

Section IV.G, Population and Housing, page IV.G-25, replace Table IV.G-7 with Revised Table IV.G-7 on page III-47:

**Revised Table IV.G-7  
Cumulative Population and Housing Impacts (2020–2045 RTP/SCS)**

	<b>Population (people)</b>	<b>Housing (units)</b>	<b>Employment (jobs)</b>
Proposed	1,771	735	<del>375</del> <u>373</u>
Existing	—	—	340
<b>Total Net Project Impact (Proposed – Existing)</b>	<b>1,771</b>	<b>735</b>	<b><del>35</del><u>33</u></b>
<b>Related Projects Total</b>	<b>30,330</b>	<b>12,533</b>	<b>34,096</b>
<b>Cumulative (Project + Related Projects) Total</b>	<b>32,101</b>	<b>13,268</b>	<b><del>34,094</del><u>34,129</u></b>
SCAG Region Total, 2026 <sup>a</sup>	20,098,207	6,570,966	8,961,414
SCAG Region Growth, 2017–2026	1,139,586	503,069	515,172
City of Los Angeles Total, 2026 <sup>a</sup>	4,222,593	1,513,897	1,947,472
City of Los Angeles Growth, 2017–2026	259,914	132,207	89,255
Cumulative (Project + Related Projects) Share of Total in the SCAG Region, 2026	0.16%	0.20%	0.38%
Cumulative (Project + Related Projects) Share of Growth in the SCAG Region, 2017–2026	2.82%	2.64%	<del>6.63%</del> <u>6.62%</u>
Cumulative (Project + Related Projects) Share of Total in the City of Los Angeles, 2026	0.76%	0.88%	1.75%
Cumulative (Project + Related Projects) Share of Growth in the City of Los Angeles, 2017–2026	12.35%	10.04%	38.24%
<i>Source: SCAG 2020–2045 RTP/SCS; Eyestone Environmental, 2022.</i>			

## IV.H.1 Public Services—Fire Protection

Section IV.H.1, Public Services—Fire Protection, page IV.H.1-19, revise the third sentence of the second full paragraph as follows:

In addition, as discussed in Section IV.G, Population and Housing, the Project’s 95,000 square feet of commercial uses would result in ~~375~~373 employees, a net increase of ~~35~~33 employees over existing conditions (i.e., 340 employees).<sup>39</sup>

Section IV.H.1, Public Services—Fire Protection, page IV.H.1-20 to IV.H.1-21, revise the fifth sentence of the last paragraph beginning on page IV.H.1-20 as follows:

A driveway/fire lane that would run east-west ~~through the center at the southern edge~~ of the Project Site would provide ~~exclusive access for the LAFD, as well as commercial service, loading, residential and leasing parking, and the LAFD.~~

## IV.H.2 Public Services—Police Protection

Section IV.H.2, Public Services—Police Protection, page IV.H.2-7, revise the last sentence of the first paragraph as follows:

Based on the residential service population of the Hollywood Community Police Station, approximately 41.31 crimes per 1,000 residents<sup>16</sup> (~~0.0207~~ 0.0413 crime per capita<sup>17</sup>) were reported in the Hollywood Division and 27.09 crimes per 1,000 residents<sup>18</sup> (0.0271 crime per capita<sup>19</sup>) were experienced Citywide.

Section IV.H-2, Public Services—Police Protection, page IV.H-2-10, revise Project Design Feature POL-PDF-1 as follows:

**Project Design Feature POL-PDF-1:** ~~During~~ Prior to construction, the Applicant will implement temporary security measures, including security barriers and fencing (e.g., chain-link fencing), low-level security lighting, and locked entry (e.g., padlock gates or guard-restricted access) to limit access by the general public, secure construction equipment, and minimize trespassing, vandalism, short-cut attractions, and attractive nuisances. Regular daily and multiple security patrols during non-construction hours (e.g., nighttime hours, weekends, and holidays) will also be provided to minimize trespassing, vandalism, and short-cut and other attractions. During construction activities, the Contractor will document the security measures; and the documentation will be made available to the Construction Monitor.

Section IV.H.2, Public Services—Police Protection, page IV.H.2-12, revise the fifth sentence of the first full paragraph as follows:

Appropriate construction traffic control measures (e.g., signs, flag person, etc.) would also be utilized to ensure emergency access to the Project Site and traffic flow is maintained on adjacent ~~right-of-ways~~ rights-of-way.

Section IV.H.3, Public Services—Police Protection, page IV.H.2-13, revise the second sentence of the third paragraph as follows:

The Project would also include the development of 95,000 square feet of commercial uses which would result in ~~375~~373 employees, a net increase of ~~35~~33 employees over existing conditions (i.e., 340 employees).<sup>23</sup>

### **IV.H.3 Public Services—Schools**

No corrections and additions have been made to this section of the Draft EIR.

### **IV.H.4 Public Services—Libraries**

Section IV.H.4, Public Services—Libraries, page IV.H.4-13, revise the first sentence of the first full paragraph as follows:

With regard to the potential for the employees of the proposed uses to utilize nearby library facilities, the Project would generate ~~375~~373 employees,<sup>26</sup> a net increase of ~~35~~33 employees over existing conditions.

### **IV.H.5 Public Services—Parks and Recreation**

Section IV.H.5, Public Services—Parks and Recreation, page IV.H.5-16, revise the last paragraph as follows:

The Project would provide a variety of open space and recreational amenities. Specifically, at the ground level, the Project would provide pedestrian paseos and a plaza that would include paving materials, raised planters, outdoor dining areas, and landscape elements. The paseo and the plaza at the ground level would be publicly accessible from adjacent sidewalks which would provide standard widths, as required by the City. A pedestrian thoroughway would also be provided at the southern end of the Project Site. Specifically, the sidewalks along Sunset Boulevard and Western Avenue would be widened to approximately 15 feet in width and the sidewalk along Serrano Avenue would be widened to approximately 12 feet in width. Each building at the podium level is oriented around an open space courtyard with shared amenities for the residents that would include multiple terraces with a swimming pool, spa, pool, spa, cabanas, multiple lounge and seating areas, paseos~~walkways~~ with water and landscape elements a fitness courtyard, outdoor fireplaces, outdoor kitchens, a dog park, fire pits, barbecues, game areas, and private patios. Indoor recreation areas including a game room, fitness center, and club room would be located on the second, third, and fourth~~fifth~~ levels. ~~On the 4th floor above the podium, an outdoor terrace is proposed atop the indoor recreation areas. Although not considered open space, a sky deck is proposed on Level 6 with a fire pit, with multiple~~

lounge areas, and landscaping. In total, the Project would provide ~~96,800~~ 91,606 square feet of open space ~~and, including 69,206 square feet of common open space and 22,400 square feet of private open space, which would exceed the requirements set forth in the Specific Plan of ~~77,200-77,325~~ square feet.~~

Section IV.H.5, Public Services—Parks and Recreation, page IV.H.5-17 to IV.H.5-18, revise the second and third sentences of the last paragraph beginning on page IV.H.5-17 as follows:

Nevertheless, the Project would provide approximately ~~96,800-69,206~~ square feet (~~2.22-1.59~~ acres) of common open space, as defined by LAMC Section 12.21-G. Therefore, although the Project's ~~2.22-1.59~~ acres of common open space would fall short of the acreage required to meet the Public Recreation Plan's standards for neighborhood and community parks, the Project's inclusion of common open space and recreational opportunities on-site would be anticipated to reduce Project residents' use of existing community parks in the area.

Section IV.H.5, Public Services—Parks and Recreation, page IV.H.5-18, revise the second and third sentences of the second full paragraph as follows:

Based on the proposed dwelling unit types, the Project would be required to provide a total of ~~77,200-77,325~~ square feet of usable open space, as shown in Table IV.H.5-2 on page IV.H.5-19. The Project would provide a total of ~~96,800-91,606~~ square feet of ~~common~~ open space, including 69,206 square feet of common open space and 22,400 square feet of private open space, for its residents.

Section IV.H.5, Public Services—Parks and Recreation, page IV.H.5-18, revise the second and third sentences of the third full paragraph as follows:

Therefore, the Project would be required to provide ~~38,600-38,662.5~~ square feet of common open space. ~~Since all of the open space provided is common, the Project would meet~~ The Project would provide 69,206 square feet of common open space, meeting this requirement.

Section IV.H.5, Public Services—Parks and Recreation, page IV.H.5-18, revise the sixth sentence of the third full paragraph as follows:

The South Courtyards on Level 2, the first habitable room level, comprise ~~32,300~~ 24,464 square feet.

Section IV.H.5, Public Services—Parks and Recreation, page IV.H.5-18 to IV.H.5-19, revise the second sentence of the last paragraph beginning on page IV.H.5-18 as follows:

At least ~~77,500~~ 56,175 square feet of the ~~96,800~~ 69,206 square feet of proposed common open space would be outdoors and open to the sky.

Section IV.H.5, Public Services—Parks and Recreation, page IV.H.5-19, replace Table IV.H.5-2 with Revised Table IV.H.5-2 below.

**Revised Table IV.H.5-2**  
**LAMC Section 12.21-G—Open Space Required and Provided by the Project**

Open Space Requirement	Quantity	Requirement per Unit	Total Required
Studio & 1 bed (less than 3 habitable rooms)	<del>587</del> <u>582</u> du	100 sf per du	<del>58,700</del> <u>58,200</u> sf
2 bed (3 habitable rooms)	<del>448</del> <u>153</u> du	125 sf per du	<del>48,500</del> <u>19,125</u> sf
<b>Total Required</b>			<del>77,200</del> <u>77,325</u> sf
<b>Open Space Proposed</b>	<b>Total Provided</b>		
<b>Common Open Space</b>			
<del>Ground Floor</del> <u>North Courtyard (Level 3)</u>		<del>49,300</del> <u>31,711</u> sf	
<del>North Courtyards (Level 3)</del> <u>South Courtyards (Level 2)</u>		<del>42,400</del> <u>24,464</u> sf	
<del>South Courtyards (Levels 2 and 3)</del> <u>Covered Amenities (Levels 2 through 5)</u>		<del>35,100</del> <u>13,031</u> sf	
<u>Common Open Space Subtotal</u>		<u>78,130 sf (1.79 acres)</u>	
<b>Private Open Space</b>			
<u>Private Open Space</u>		<u>22,400 sf</u>	
<u>Private Open Space Subtotal</u>		<u>22,400 sf</u>	
<b>Total Provided</b>			<del>96,800</del> <u>91,606</u> sf ( <del>2.22</del> <u>2.1</u> acres)
<hr/> <i>du = dwelling units</i> <i>sf = square feet</i> <i>Source: Van Tilburg, Banvard, &amp; Soderbergh, AIA, 2020; Eystone Environmental, 2020 TCA Architects, 2022.</i>			

Section IV.H.5, Public Services—Parks and Recreation, page IV.H.5-22 to IV.H.5-23, revise the last paragraph beginning on page IV.H.5-22 as follows:

The Project would appear as four separate buildings, herein referred to as Building 1, Building 2, Building 3, and Building 4.<sup>23</sup> At the ground level, the four buildings would be organized around a publicly accessible outdoor pedestrian paseo that would run north-south through the center of the Project Site and a pedestrian throughway running east-west through the Project Site. A pedestrian throughway would also be provided at the southern end of the Project Site. Open space above the ground level would be open to residents only. Beginning at the 2nd level for Buildings 3 and 4 and at the 3rd level for Buildings 1 and 2, each building would be oriented around an open space courtyard with shared amenities for the residents including multiple terraces with a swimming pools, spas, cabanas, multiple lounge and seating areas, paseos walkways with water and landscape elements, a fitness courtyard, outdoor fireplaces, outdoor kitchens, a dog park, community garden space, fire pits, barbecues, game areas, and private patios. On the podium level, Building 1 would feature a fitness courtyard including a yoga lawn, exercise stations, a shaded seating lounge, a fireplace, and a juice bar swimming pool and raised spa, sun deck, shaded cabanas, fire pits, and an outdoor kitchen with barbecue grills and shaded seating. Building 2 would feature a swimming pool and spa, a shaded trellis, a furnished sundeck, a fireplace, and a media entertainment lounge fitness area including yoga lawn, shaded entertainment pavilion with bar counter in a lounge area tree grove, and barbecue grills at garden seating areas. Building 3 would feature an oasis pool and raised spa, shaded cabanas, and a sun deck seating areas interspersed in gardens, a fire pit, and barbecue grills. Building 4 would include an outdoor kitchen with, fire pits, garden seating, game areas, an outdoor movie lawn, and barbecue grills and a California garden courtyard with a water feature, furniture, and tiered planting. The paseo between the north and south sides of the Project would feature a green wall trellis, a palm grove, seating areas around a water feature, and an outdoor kitchen with barbecue grills. An indoor Indoor recreation areas would be located on the second, third, and fourth fifth levels, and an outdoor terrace In addition, although not considered open space, a sky deck is proposed atop the indoor recreation areas on Level 6 with a fire pit, multiple lounge areas, and landscaping.

Section IV.H.5, Public Services—Parks and Recreation, page IV.H.5-23, revise the first full paragraph as follows:

Overall, the North Courtyards in Building 1 and Building 2 would provide a total of 42,400-31,711 square feet of open space and the South Courtyards in Building 3 and Building 4 would provide 35,100-24,464 square feet of open space. The Project would also provide 13,031 square feet of

covered amenities on Levels 2 through 5. Additionally, ~~19,300~~ 24,464 square feet of open space would be provided at the ~~ground~~ first habitable level (i.e., Level 2) in accordance with Specific Plan requirements. Therefore, the Project would provide a total of ~~96,800~~ 91,606 square feet of open space, including 69,206 square feet of common open space, which would exceed the required ~~77,200~~ 77,325 square feet set forth by LAMC Section 12.21G.

Section IV.H.5, Public Services—Parks and Recreation, page IV.H.5-23, revise the third sentence of the last paragraph as follows:

Similarly, the Project's non-residential components, which are estimated to generate approximately ~~375~~ 373 employees,<sup>24</sup> a net increase of ~~35~~ 33 employees over existing conditions, which would result in a negligible indirect demand for parks and recreational facilities.

## IV.I. Transportation

Section IV.I, Transportation, page IV.I-24, revise the third sentence of the first paragraph as follows:

The Project would incorporate landscaped courtyards within the Project Site, a paved plaza fronting Sunset Boulevard, and ~~landscaped paseos~~ a covered paseo at the ground level that would be publicly accessible to pedestrians and bicyclists from Sunset Boulevard, Western Avenue, and Serrano Avenue.

Section IV.I, Transportation, page IV.I-25, revise the first full sentence as follows:

In accordance with the requirements of LAMC Section 12.21-A, 16(a), the Project would provide ~~548~~ 387 bicycle parking spaces, including ~~76~~ 84 short-term and ~~472~~ 303 long-term bicycle parking spaces.

Section IV.I, Transportation, page IV.I-25, revise the third sentence of the third full paragraph as follows:

While one existing bicycle parking location would be removed as part of the Project, as discussed above under Policy 2.6, the Project would provide ~~548~~ 387 bicycle parking spaces in accordance with LAMC requirements.

Section IV.I, Transportation, page IV.I-25, revise the fourth sentence of the last paragraph as follows:

Bicycles would have the same access opportunities as pedestrians and the Project would provide ~~548~~387 bicycle parking spaces.

Section IV.I, Transportation, page IV.I-26, revise the fourth sentence of the first full paragraph as follows:

Vehicular access for the residential component would also be provided from one driveway along Serrano Avenue, as well as the firelane/driveway ~~which runs through the center of the site~~ at the southern edge of the Project Site.

Section IV.I, Transportation, page IV.I-27, revise the third through fifth sentences of the second paragraph as follows:

~~The proposed plazas located along the northwest portion of the site would~~ enhanced Sunset Boulevard sidewalk will connect to a publicly accessible, privately maintained open space area via a pedestrian paseo that would run north-south through the center of the Project Site. The Project would also include ~~a 30-foot wide firelane/driveway (20 feet for limited vehicle access and 10 feet for pedestrians)~~ an approximately 48-foot-wide (38 feet for limited vehicle access and 10 feet for pedestrians), open to the sky, emergency vehicle access driveway and pedestrian throughway through the center of the Project Site, as well as a 28-foot-wide fire land at the southern edge of the Project Site. The pedestrian experience would also be enhanced by the 12- to 17-foot-high ceilings within the paseo, landscaping, contrasting pavement materials, retail uses, and restaurants.

Section IV.I, Transportation, page IV.I-29, insert footnote 16A under (1) Impact Analysis as follows:

The VMT analysis results based on the VMT Calculator are summarized below and detailed in Table 2 and the attachment of the Transportation Analysis included as Appendix N of this Draft EIR.<sup>16A</sup>

<sup>16A</sup> Subsequent to publication of the Draft EIR, the Project was revised in December 2021 and now includes 27,000 square feet of retail/restaurant uses and 68,000 square feet of supermarket uses rather than the 26,000 square feet of retail/restaurant uses and 69,000 square feet of supermarket uses analyzed herein. In addition, the revised VMT analysis no longer takes credit for reduced parking because the Project would provide the maximum number of parking spaces allowed by the LAMC. The revised Project would result in fewer daily vehicle trips (8,649 compared to 8,655) and VMT (54,316 compared to 54,347), with no change in per capita VMT. Therefore, the analysis presented herein is conservative. The Transportation Assessment for the Revised Sunset & Western Mixed-Use Development Project (Revised Transportation Memo), which includes revised

VTM Calculator outputs, and LADOT's approval of the Revised Transportation Memo are included in Appendix FEIR-6 of the Final EIR.

Section IV.I, Transportation, page IV.I-31, revise the second sentence of the fourth paragraph as follows:

There are secondary parking entrances proposed off the east west firelane/driveway ~~in the middle of the site,~~ at the southern edge of the Project Site, with right turn in and right turn out on to Western Avenue and right and left turns in and out on Serrano Avenue.

## **IV.J. Tribal Cultural Resources**

No corrections and additions have been made to this section of the Draft EIR.

## **IV.K.1 Utilities and Service Systems—Water Supply and Infrastructure**

Section IV.K.1, Utilities and Service Systems—Water Supply and Infrastructure, page IV.K.1-30, revise the second sentence as follows:

This estimate would be substantially less than the Project's net new water consumption at buildout of ~~80,764~~ 72,127 gpd.

Section IV.K.1, Utilities and Service Systems—Water Supply and Infrastructure, page IV.K.1-30, revise the second sentence of the first full paragraph as follows:

The proposed uses would be provided within four buildings that would be up to six stories<sup>69</sup> with a maximum height of 75 feet and would comprise ~~882,250~~ 882,246 square feet of total floor area.

Section IV.K.1, Utilities and Service Systems—Water Supply and Infrastructure, page IV.K.1-31, revise the second sentence of the first full paragraph as follows:

As shown in Revised Table IV.K.1-4 on page IV.K.1-32, III-57 of the Final EIR, assuming constant water use throughout the year, the Project would result in a net average daily water demand of ~~80,764~~ 72,127 gpd, or approximately ~~90.52~~ 80.79 acre-feet per year, including water savings as required by the LAMC and additional water saving features as set forth in Project Design Feature WAT-PDF-1, above.<sup>71</sup>

Section IV.K.1, Utilities and Service Systems—Water Supply and Infrastructure, page IV.K.1-32 to IV.K.1-33, replace Table IV.K.1-4 with Revised Table IV.K.1-4 on page III-57:

**Revised Table IV.K.1-4  
Estimated Project Water Demand**

Land Use	No. of Units/ Floor Area	Water Demand Rate (gpd/unit) <sup>a,b</sup>	Demand (gpd)
<b>Existing<sup>b</sup></b>			
Grocery Store	78,328 sf		
Commercial Space	18,525 sf		
Restaurant—Fast Food	3,943 sf		
<i>Total Existing</i>			<i>13,827</i>
<b>Residential</b>			
Residential: Studio	<del>254</del> <u>275</u> du	75	<del>18,825</del> <u>20,625</u>
Residential: 1-Bedroom	<del>336</del> <u>307</u> du	110	<del>36,960</del> <u>33,770</u>
Residential: 2-Bedroom	<del>148</del> <u>153</u> du	150	<del>22,200</del> <u>22,950</u>
Base Demand Adjustment			8,890
Required Ordinances Water Savings			(24,274)
<i>Total Residential</i>			<i><del>62,601</del> <u>61,961</u></i>
<b>Residential Amenities</b>			
Fitness Center	<del>15,700</del> <u>4,772</u> sf	0.65	<del>10,205</del> <u>3,102</u>
Leasing/Management Office	<del>9,000</del> <u>5,000</u> sf	0.12	<del>1,080</del> <u>600</u>
Lounge	<del>10,300</del> <u>3,400</u> sf	0.05	<del>545</del> <u>170</u>
Swimming Pool/Spa	<del>2,995</del> <u>10,775</u> sf		<del>281</del> <u>1,011</u> <sup>e</sup>
Outdoor Kitchen/Barbecue	<del>1,500</del> <u>1,009</u> sf	0.13	<del>193</del> <u>131</u>
Bike Center	<del>2,890</del> <u>1,800</u> sf	0.65	<del>1,879</del> <u>1,170</u>
Base Demand Adjustment			45
Required Ordinances Water Savings			(809)
<i>Total Residential Amenities</i>			<i><del>13,389</del> <u>5,420</u></i>
<b>Commercial</b>			
Retail	<del>46,000</del> <u>17,000</u> sf	0.025	<del>400</del> <u>425</u>
Restaurant: Full Service	500 seat	30	15,000
Market	<del>69,000</del> <u>68,000</u> sf	0.05	<del>3,450</del> <u>3,400</u>
Required Ordinances Water Savings			(3,663)
<i>Total Commercial</i>			<i><del>15,187</del> <u>15,162</u></i>
Landscaping <sup>ef</sup>	<del>42,812</del> <u>22,122</u> sf		<del>4,019</del> <u>4,019</u> <sup>f</sup>
Covered Parking <sup>g</sup>	707,697 sf	0.02	465
Cooling Tower	300 ton	12.96	3,888
Required Ordinances Water Savings			(2,423)
<b>Proposed Water Demand</b>			<b><del>97,126</del> <u>88,492</u></b>
Less Existing to be Removed			(13,827)
Less Additional Conservation <sup>h</sup>			(2,538)
<b>Net Additional Water Demand (Proposed – Existing – Additional Conservation)<sup>hi</sup></b>			<b><del>80,761</del> <u>72,127</u></b>

**Revised Table IV.K.1-4 (Continued)**  
**Estimated Project Water Demand**

Land Use	No. of Units/ Floor Area	Water Demand Rate (gpd/unit) <sup>a,b</sup>	Demand (gpd)
<p><i>du = dwelling units</i>  <i>gpd = gallons per day</i>  <i>sf = square feet</i>  <i>All totals have been rounded and may not sum due to rounding.</i></p> <p><i><sup>a</sup> This analysis is based on sewage generation rates provided by the City of Los Angeles, Bureau of Sanitation (2012).</i></p> <p><i><sup>b</sup> Existing water demand is based on LADWP billing data (average of 4 years from August 2013 to July 2017).</i></p> <p><i><sup>c</sup> The proposed development land uses will conform to Ordinance No. 184,248, 2013 California Plumbing Code, 2013 California Green Building Code, 2014 Los Angeles Plumbing Code, and 2014 Los Angeles Green Building Code.</i></p> <p><i><sup>d</sup> Base Demand Adjustment is the estimated savings due to Ordinance No. 180,822 accounted for in the current version of LASAN Sewer Generation Rates.</i></p> <p><i><sup>e</sup> <del>Landscaping water use is estimated per CCR Title 23, Division 2, Chapter 2.7, Model Water Efficient Landscape Ordinance. The WSA prepared for the Project did not provide a demand rate for the Project's swimming pool area. Demand was extrapolated based on the WSA which provided a daily demand of 281 gpd based on 2,995 square feet.</del></i></p> <p><i><sup>f</sup> <u>Landscaping water use is estimated per CCR Title 23, Division 2, Chapter 2.7, Model Water Efficient Landscape Ordinance. The WSA prepared for the Project did not provide a demand rate for the Project's landscaping. Although the December 2021 revisions to the Project include less landscaping, the total water demand for this use is conservatively assumed to remain the same.</u></i></p> <p><i><sup>ga</sup> Auto parking water uses are based on LASAN Generation Rates table and 12 times/year cleaning assumption.</i></p> <p><i><sup>gh</sup> Water conservation due to additional conservation commitments agreed by the Applicant. Table II of the WSA provides a detailed breakdown of these conservation commitments and is included in Appendix R of this Draft EIR.</i></p> <p><i><sup>hi</sup> The approved January 2018 WSA included two errors. The market uses were underestimated by 9,000 square feet and the cooling tower was not included in the total demand. When accounting for these errors, the updated project description reflected here results in 12 gpd more than the approved WSA. As noted above, LADWP confirmed the revised water demand projections would not result in a substantial increase to what was approved in the January 2018 WSA.</i></p> <p><i>Source: Eyestone Environmental, 2020-2022, based on Los Angeles Department of Water and Power, Water Supply Assessment—5420 Sunset Boulevard Project, December 12, 2017.</i></p>			

Section IV.K.1, Utilities and Service Systems—Water Supply and Infrastructure, page IV.K.1-36 and IV.K.1-43, revise the last sentence beginning on page IV.K.1-36 as follows:

The Project in conjunction with the related projects would yield a cumulative average water demand of approximately ~~4,267,918~~ 4,259,284 gpd (4,784

4,771 af/yr), or one percent of LADWP’s water supply in 2019 and 0.75 percent of LADWP’s projected water demand in 2025.

Section IV.K.1, Utilities and Service Systems—Water Supply and Infrastructure, page IV.K.1-43, revise the last three lines of Table IV.K.1-5 as follows:

<b>Related Total</b>				<b>4,187,157</b>
<b>Project</b>				<b>80,764</b> <b><u>72,127</u></b>
<b>Related + Project</b>				<b>4,267,918</b> <b><u>4,259,284</u></b>

Section IV.K.1, Utilities and Service Systems—Water Supply and Infrastructure, page IV.K.1-44, revise the first sentence of the third paragraph as follows:

Based on the related project list and projections provided in adopted plans (e.g., MWD’s 2015 UWMP, LADWP’s 2015 UWMP, and the Sustainable City pLAN), it is anticipated that LADWP would be able to meet the net water demands of the Project plus related projects (4,267,918 4,259,284 gpd or approximately ~~4,784~~ 4,771 AFY) and future growth through 2026 and beyond.

## IV.K.2 Utilities and Service Systems—Wastewater

Section IV.K.2, Utilities and Service Systems—Wastewater, page IV.K.2-13, revise the second and third sentences of the last paragraph as follows:

As shown in Revised Table IV.K.2-3 on page ~~IV.K.2-14~~, III-60 of the Final EIR, the Project would generate a net increase wastewater flow from the Project Site of approximately ~~175,818~~ 171,468 gpd, or approximately ~~0.180~~ 0.17–mgd. The Project’s increase in average daily wastewater flow of ~~0.1817~~ 0.17–mgd would represent approximately 0.1 percent of the current 175 mgd remaining available capacity of HWRP.

Section IV.K.2, Utilities and Service Systems—Wastewater, page IV.K.2-14, replace Table IV.K.2-3 with Revised Table IV.K.2-3 on page III-60:

**Revised Table IV.K.2-3  
Estimated Project Wastewater Generation**

Land Use	Units	Generation Rate <sup>a</sup>	Total Wastewater Generation (gpd) <sup>b,c</sup>
<b>Existing</b>			
Retail (Grocery Store)	78,328 sf	25 gpd/1,000 sf	1,958
Commercial (Vacant)	18,525 sf	N/A	0
Restaurant	3,943 sf	300 gpd/1,000 sf	1,183
<b>Subtotal Existing</b>			<b>3,141</b>
<b>Proposed</b>			
Residential—2 Bedroom	448-153 du	150 gpd/du	22,200-22,950
Residential—1 Bedroom	336-307 du	110 gpd/du	36,960-33,770
Residential—Studio	254-275 du	75 gpd/du	18,825-20,625
Retail	16,000-17,000 sf	25 gpd/1,000 sf	400-425
Market	69,000-68,000 sf	100 gpd/1,000 sf	6,900-6,800
Restaurant	10,000 sf	300 gpd/1,000 sf	3,000
Bike Center	2,890-1,800 sf	650 gpd/1,000 sf	1,879-1,170
Leasing Office	9,000-5,000 sf	120 gpd/1,000 sf	1,080-600
Gym	15,700-4,772 sf	200 gpd/1,000 sf	3,140-954
Open Space	96,800-91,606 sf	50 gpd/1,000 sf	4,840-4,580
Pool + Spa (Building 2) <sup>d</sup>			53,486
Pool + Spa (Building 3) <sup>d</sup>			26,249
<b>Subtotal Proposed</b>			<b><del>178,959</del> 174,609</b>
<b>Project Net Wastewater Generation (Proposed minus Existing)</b>			<b>175,818-171,468</b>
<p>gpd = gallons per day                      sf = square feet                      du = dwelling units</p> <p><sup>a</sup> Project wastewater generation was calculated using sewage generation rates provided by LASAN (2012).</p> <p><sup>b</sup> Numbers may not be exact due to rounding.</p> <p><sup>c</sup> This analysis is conservative as it is unlikely that the pools will be drained frequently.</p> <p><sup>d</sup> Although the December 2021 plans include only one pool, two pools are conservatively included in this analysis.</p> <p>Source: KPFF and Eyestone Environmental, 2021-2022, based on generation rates provided by LASAN in 5420 Sunset (Update)—Request for Wastewater Service Information, March 4, 2021, and confirmed by LASAN June 24, 2021. Refer to Appendix E of this Draft EIR.</p>			

Section IV.K.2, Utilities and Service Systems—Wastewater, page IV.K.2-15, revise the first three sentences of the last paragraph as follows:

The Project’s net increase in average daily wastewater generation of ~~0.18~~0.17 mgd would represent approximately 0.03 percent of the Hyperion Service Area’s assumed future capacity of 550 mgd and approximately 0.04 percent of the HWRP’s design capacity of 450 mgd. In addition, the Project’s net increase in average daily wastewater generation of ~~0.18~~0.17 mgd plus the current flows of approximately 275 mgd to the HWRP would continue to represent approximately 61 percent of the HWRP’s estimated future capacity of 450 mgd. The Project’s net increase in average daily wastewater generation of ~~0.18~~0.17 mgd plus the current flows of approximately 338.2 mgd to the Hyperion Service Area would represent approximately 61.5 percent of the Hyperion Service Area’s estimated future capacity of 550 million gallons per day.

Section IV.K.2, Utilities and Service Systems—Wastewater, page IV.K.2-18 and IV.K.2-25, revise the last sentence beginning on page IV.K.2-18 as follows:

Combined with the Project’s net increase in wastewater generation of ~~175,818~~171,468 gpd (0.17 mgd), this equates to a cumulative increase in average daily wastewater flow of approximately ~~4,362,975~~4,358,625 gpd, or 4.4 mgd.

Section IV.K.2, Utilities and Service Systems—Wastewater, page IV.K.2-25, revise the last three lines of Table IV.K.2-4 as follows:

<b>Related Total</b>				<b>4,187,157</b>
<b>Project</b>				<b><u>175,818</u></b> <b><u>171,468</u></b>
<b>Related + Project</b>				<b><u>4,362,975</u></b> <b><u>4,358,625</u></b>

### IV.K.3 Utilities and Service Systems—Energy Infrastructure

No corrections and additions have been made to this section of the Draft EIR.

## V. Alternatives

Section V, Alternatives, page V-25, revise the fourth sentence of the first paragraph as follows:

Alternative 2 would specifically develop approximately 422,834 square feet of commercial uses in four buildings centered around north-south and east-west paseos, which is less than the ~~882,250~~882,246 square feet proposed by the Project.

Section V, Alternatives, page V-29, revise the first sentence of the first full paragraph as follows:

As with the Project, operation of Alternative 2 would generate an increased consumption of electricity, natural gas, and petroleum-based fuels relative to existing conditions, though with less development, overall demand for energy would be less than the Project, due to the reduction in total new floor area from ~~882,250~~882,246 square feet under the Project to 422,834 square feet under Alternative 2.

Section V, Alternatives, page V-39, revise the second sentence of the last paragraph as follows:

The total of 422,834 square feet of commercial uses under Alternative 2 would be reduced as compared to the total ~~882,250~~882,246 square feet proposed by the Project and would also result in a lower total on-site population under Alternative 2.

Section V, Alternatives, page V-47, revise the sixth sentence of the first paragraph as follows:

The proposed 422,834 square-foot development is less than the ~~882,250~~882,246 square feet proposed by the Project.

Section V, Alternatives, page V-72, revise the third sentence of the first paragraph as follows:

Total floor area under Alternative 4 would be reduced from ~~882,250~~882,246 square feet to 661,688 square feet.

Section V, Alternatives, page V-76, revise the second sentence of the last paragraph as follows:

As discussed above, Alternative 4 would involve the same mix of land uses as the Project, but would reduce the total amount of development on the Project Site by ~~220,562~~220,558 square feet.

## VI. Other CEQA Considerations

Section VI, Other CEQA Considerations, page VI-6, amend the eighth sentence of the first full paragraph as follows:

The estimated construction electricity usage represents approximately 1.3 percent of the estimated annual operational demand for the Project ~~which, as discussed below,~~ would be within the supply and infrastructure service capabilities of LADWP.

Section VI, Other CEQA Considerations, page VI-9, revise the second sentence of the second paragraph as follows:

When existing uses are removed, this results in a net increase of ~~35~~33 on-site employees.

Section VI, Other CEQA Considerations, page VI-10, revise the first sentence of the last paragraph as follows:

Mitigation Measures AIR-MM-1 through ~~AIR-MM-6~~ AIR-MM-5 pertain to air quality impacts during construction.

Section VI, Other CEQA Considerations, page VI-11, delete the fifth full sentence:

~~AIR-MM-6 requires the use of solar-powered generators to the extent they are commercially available and feasible if generators are required during construction.~~

Section VI, Other CEQA Considerations, page VI-12, amend the second sentence of the first full paragraph as follows:

The temporary sound barrier shall be designed to provide a 15-dBA noise reduction at ground level of the noise-sensitive receptor R1 (i.e., the residential uses on the east side of Serrano Avenue); an 11-dBA noise reduction at ground level of noise sensitive receptor R2 (i.e., the residential use on Serrano Avenue north of the Project Site); a 7-dBA noise reduction at ground level of noise sensitive receptor R3 (i.e., the hotel on the north side of Sunset Boulevard); and a 5-dBA noise reduction at ground level of noise sensitive receptor R5 (i.e., the residential use on Fernwood Avenue south of the Project Site).

## Appendix F—Land Use Tables

Appendix F—Land Use Tables, Table 1, page 2, revise the consistency analysis for Policy 3.1.3 as follows:

<p><b>Policy 3.1.3:</b> Identify areas for the establishment of new open space opportunities to serve the needs of existing and future residents. These opportunities may include a citywide linear network of parkland sand trails, neighborhood parks, and urban open spaces.</p>	<p><b>No Conflict.</b> While this policy primarily relates to citywide provision of open space, the Project would provide <del>96,800</del> <u>91,606</u> square feet of open space, which exceeds the <del>77,200</del> <u>77,325</u> square feet required by the Specific Plan. Specifically, at the ground level, the Project would provide a plaza and pedestrian paseo that would include paving materials, raised planters, outdoor dining areas, and landscape elements that would enhance the Sunset Boulevard streetscape adjacent to the Project Site. In addition to enhancing the streetscape, the provision of on-site recreational and open space amenities for residents would reduce the use of neighborhood parks and therefore minimize impacts upon them. The paseo and the plaza would be publicly accessible from adjacent sidewalks which would maintain standard widths, as required by the City. Each building would be oriented around an open space courtyard with shared amenities for the residents that would include multiple terraces with <u>a swimming pools, spas, cabanas, multiple lounge and seating areas, a paseo</u> <del>walkways</del> with water and landscape elements, <del>a fitness courtyard, outdoor fireplaces, and outdoor kitchens, fire pits, barbecues, and game areas.</del> These courtyards would be provided at <del>the podium level</del> <u>Level 3</u> for Buildings 1 and 2 and at Level 2 for Buildings 3 and 4. Additionally, <del>a dog park would be located on Level 2 and</del> private patios would be provided throughout the residential development. Indoor recreation areas <u>including a game room, fitness center, and club room</u> would be located on the <u>second, third, and fourth</u> <del>fourth-fifth</del> levels. In addition, <del>an outdoor terrace is proposed atop the indoor recreation areas although not considered open space,</del> a sky deck is proposed on Level 6 with <u>a fire pit, multiple lounge areas, and landscaping.</u></p>
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Appendix F—Land Use Tables, Table 1, page 2, revise the consistency analysis for Policy 3.1.4 as follows:

<p><b>Policy 3.1.4:</b> Accommodate new development in accordance with land use and density provisions of the General Plan Framework Long-Range Land Use Diagram (Figures 3-1 to 3-4) and Table 3-1.</p>	<p><b>No Conflict.</b> The General Plan Framework Long-Range Land Use Diagram for the City’s Metro area shows that the Project Site is within a Community Center. Generally, different types of Regional Centers fall within the range of FARs from 1.5:1 to 3:1 and are characterized by 2- to 6-story buildings. As discussed in Section II, Project Description, of this Draft EIR, the Project would include approximately <del>882,250</del> <u>882,246</u></p>
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	<p>square feet of floor area corresponding to an FAR of approximately 3:1. Therefore, the Project is consistent with the range of FARs that is characteristic of a Community Center. In addition, the Metro B (Red) Line Hollywood and Western Station is located approximately 0.25 mile to the north of the Project Site. As such, the Project, which would create additional housing to meet demand in the Hollywood community and short- and long-term employment, would be consistent with the type of development that is envisioned for Community Centers in the General Plan Framework.</p>
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Appendix F—Land Use Tables, Table 1, page 3, revise the consistency analysis for Objective 3.2 and Policy 3.2.3 as follows:

<p><b>Objective 3.2:</b> Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicle trips, vehicle miles traveled, and air pollution.</p> <p><b>Policy 3.2.3:</b> Provide for the development of land use patterns that emphasize pedestrian/ bicycle access and use in appropriate locations.</p>	<p><b>No Conflict.</b> The Project Site is located in an area well-served by public transit provided by Metro and LADOT, including bus stops along Sunset Boulevard. In addition, the Metro B (Red) Line Hollywood and Western Station is located approximately 0.25 mile north of the Project Site. The Project includes a total of approximately <del>548</del><u>387</u> short- and long-term bicycle parking spaces for residents and visitors. In addition, the ground floor pedestrian paseo and plaza, as well as the provision of additional street trees proposed by the Project would promote walkability in the vicinity of the Project Site. The location of the Project allows for convenient access to public transit and provides opportunities for walking and biking. The Project Site is also in close proximity to existing activity centers and commercial uses along Sunset Boulevard and in the Project Site vicinity. Therefore, the Project would concentrate density and a diversity of uses along a major transit corridor that would provide opportunities for, and encourage the use of alternative modes of transportation, thereby facilitating a reduction in vehicle miles traveled and related air pollution.</p>
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Appendix F—Land Use Tables, Table 1, page 6, revise the consistency analysis for Policy 3.9.7 as follows:

<p><b>Policy 3.9.7:</b> Provide for the development of public streetscape improvements, where appropriate.</p>	<p><b>No Conflict.</b> The Project would improve the streetscape along Sunset Boulevard, Serrano Avenue, and Western Avenue by improving sidewalks and planting new street trees. Specifically, the sidewalks along Sunset Boulevard and Western Avenue would be widened to approximately 15 feet in width and the sidewalk along Serrano Avenue would be widened to approximately 12 feet in width. The Project also includes <del>42</del><u>nine</u> new street trees along Western Avenue, <del>nine</del><u>six</u> new street</p>
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	<p>trees along Sunset Boulevard plus retention of <del>44</del><u>10</u> existing <del>Palm</del><u>palm</u> trees, and <del>40</del><u>11</u> new street trees along Serrano Avenue. These improvements would promote walkability and reduce vehicle trips as well as comply with required roadway circulation systems and bicycle parking requirements. Specifically, the Project would provide a total of <del>548</del><u>387</u> bicycle parking spaces, consisting of <del>76</del><u>84</u> short-term spaces and <del>472</del><u>303</u> long-term spaces.</p>
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Appendix F—Land Use Tables, Table 1, page 6, revise the consistency analysis for Policy 3.9.8 as follows:

<p><b>Policy 3.9.8:</b> Support the development of public and private recreation and small parks by incorporating pedestrian-oriented plazas, benches, other streetscape amenities and, where appropriate, landscaped play areas.</p>	<p><b>No Conflict.</b> The Project would provide a pedestrian paseo and plaza that would include paving materials, raised planters, outdoor dining areas, and landscape elements that would enhance the Sunset Boulevard streetscape adjacent to the Project Site. The paseo and the plaza would be publicly accessible from adjacent sidewalks which would maintain standard widths, as required by the City. These improvements would promote walkability and reduce vehicle trips. The Project would include a total of <del>96,800</del><u>91,606</u> square feet of open space which would serve to reduce the demand on park and recreational facilities in the vicinity of the Project Site.</p>
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Appendix F—Land Use Tables, Table 1, page 7, revise the consistency analysis for Policy 3.10.4 as follows:

<p><b>Policy 3.10.4:</b> Provide for the development of public streetscape improvements, where appropriate.</p>	<p><b>No Conflict.</b> As discussed in response to Policy 3.9.7 above, the Project would improve the streetscape along Sunset Boulevard, Serrano Avenue, and Western Avenue by improving sidewalks and planting new street trees. Specifically, the sidewalks along Sunset Boulevard and Western Avenue would be widened to 15 feet in width and the sidewalk along Serrano Avenue would be widened to 12 feet in width. The Project also includes <del>42</del><u>nine</u> new street trees along Western Avenue, <del>nine</del><u>six</u> new street trees along Sunset Boulevard plus retention of <del>44</del><u>10</u> existing <del>Palm</del><u>palm</u> trees, and <del>40</del><u>11</u> new street trees along Serrano Avenue. These improvements would promote walkability and reduce vehicle trips.</p>
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Appendix F—Land Use Tables, Table 1, page 9, revise the consistency analysis for Policy 6.4.4 as follows:

<p><b>Policy 6.4.4:</b> Consider open space as an integral ingredient of neighborhood character, especially in targeted growth areas, in order that open space resources contribute positively to the City's neighborhoods and urban centers as highly desirable places to live (see Chapter 5: Urban Form and Neighborhood Design).</p>	<p><b>No Conflict.</b> The Project would provide <del>96,800-91,606</del> <u>96,800-91,606</u> square feet of open space, which exceeds the <del>77,200-77,325</del> <u>77,200-77,325</u> square feet required by the Specific Plan. Specifically, at the ground level, the Project would provide a pedestrian paseo, <del>and plaza, and pedestrian</del> <u>and plaza, and pedestrian</u> <del>throughways</del> <u>throughways</u> that would include paving materials, raised planters, outdoor dining areas, and landscape elements that would enhance the Sunset Boulevard streetscape adjacent to the Project Site. The paseo, <del>and plaza, and</del> <u>and plaza, and</u> <del>pedestrian</del> <u>pedestrian</u> <del>throughways</del> <u>throughways</u> would be publicly accessible from adjacent sidewalks which would maintain standard widths, as required by the City. Each building would be oriented around an open space courtyard with shared amenities for the residents that would include multiple terraces with <u>a swimming pools, spas, cabanas, multiple lounge and seating areas, a paseo-walkways</u> with water and landscape elements, <del>a fitness courtyard, outdoor fireplaces, and outdoor kitchens</del> <u>fire pits, barbecues, and game areas</u>. These courtyards would be provided at the <del>pedium level</del> <u>Level 3</u> for Buildings 1 and 2 and at Level 2 for Buildings 3 and 4. Additionally, <del>a dog park would be located on Level 2 and</del> <u>private patios</u> would be provided throughout the residential development. Indoor recreation areas <u>including a game room, fitness center, and club room</u> would be located on the <u>second, third, and fourth-fifth</u> levels. In addition, <del>an outdoor terrace is proposed atop the indoor recreation areas although not considered open space,</del> <u>a sky deck is proposed on Level 6 with a fire pit, multiple lounge areas, and landscaping.</u></p>
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Appendix F—Land Use Tables, Table 1, page 9, revise the consistency analysis for Policy 6.4.7 as follows:

<p><b>Policy 6.4.7:</b> Consider as part of the City's open space inventory of pedestrian streets, community gardens, shared school playfields, and privately-owned commercial open spaces that are accessible to the public, even though such elements fall outside the conventional definitions of "open space." This will help address the open space and outdoor recreation needs of communities that are currently deficient in these resources.</p>	<p><b>No Conflict.</b> The Project would support this City policy by providing <del>96,800-91,606</del> <u>96,800-91,606</u> square feet of open space, which exceeds the <del>77,200-77,325</del> <u>77,200-77,325</u> square feet required by the Specific Plan. Specifically, at the ground level, the Project would provide a plaza and a pedestrian paseo that would include paving materials, raised planters, outdoor dining areas, and landscape elements that would enhance the Sunset Boulevard streetscape adjacent to the Project Site. The paseo and plaza would be publicly accessible from adjacent sidewalks which would maintain standard widths, as required by the City. Each building would be oriented around an open space courtyard with shared amenities for the residents that would include multiple terraces with <u>a swimming pools, spas, cabanas, multiple lounge and seating areas, a paseo-walkways</u> with water and landscape elements, <del>a fitness courtyard, outdoor fireplaces, and outdoor kitchens</del> <u>fire pits, barbecues, and game areas</u>. These courtyards would be provided at the <del>pedium level</del> <u>Level 3</u> for Buildings 1 and 2 and at Level 2 for Buildings 3 and 4. Additionally, <del>a dog</del></p>
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	<p><del>park would be located on Level 2 and</del> private patios would be provided throughout the residential development. Indoor recreation areas <u>including a game room, fitness center, and club room</u> would be located on the <u>second, third, and fourth-fifth</u> levels. In addition, <del>an outdoor terrace is proposed atop the indoor recreation areas although not considered open space,</del> a sky deck is proposed on Level 6 with <u>a fire pit, multiple lounge areas,</u> and landscaping. This on-site open space would serve to reduce the demand on parks and recreational facilities in the vicinity of the Project Site.</p>
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Appendix F—Land Use Tables, Table 2, page 14, revise the consistency analysis for Policy 3.1 as follows:

<p><b>Policy 3.1:</b> Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes—including goods movement—as integral components of the City's transportation system.</p>	<p><b>No Conflict.</b> The Project would promote this policy by providing adequate vehicular access, improving pedestrian access, and providing bicycle facilities including <del>548-387</del> bicycle parking spaces, as discussed in detail in Section IV.I, Transportation, of this Draft EIR. In addition, the Project is located in an area well-served by public transit provided by Metro and LADOT, including bus stops along Sunset Boulevard and the Metro B (Red) Line Hollywood and Western Station.</p>
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Appendix F—Land Use Tables, Table 2, page 15, revise the consistency analysis for Policy 3.8 as follows:

<p><b>Policy 3.8:</b> Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.</p>	<p><b>Consistent.</b> The Project provides a total of approximately <del>548-387</del> bicycle parking spaces, including <del>472-303</del> long-term spaces and <del>76-84</del> short-term spaces, in excess of Specific Plan requirements. Short-term bicycle parking spaces would be distributed on the sidewalks along Sunset Boulevard and Western Avenue and within the plaza, and paseos. Long-term bicycle parking spaces would be provided on parking levels P1, <u>and P2, and P3.</u> <del>Two locker rooms would be located on-site, and would each consist of 24 lockers, a shower, toilet, and lavatory.</del></p>
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Appendix F—Land Use Tables, Table 2, page 15, revise the consistency analysis for Policy 4.8 as follows:

<p><b>Policy 4.8:</b> Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.</p>	<p><b>Consistent.</b> As discussed in Section IV.I, Transportation, of this Draft EIR, pursuant to Project Design Feature TR-PDF-1, the Project would include a TDM program to reduce peak-hour vehicular traffic to</p>
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	<p>and from the Project Site. In addition, the Project would be well-served by existing public transportation, including a Metro rail line station located 0.25 mile away and multiple nearby Metro and LADOT bus lines. The Project would also encourage non-auto travel and reduce the use of single-occupant vehicle trips by promoting walkability in the vicinity of the Project Site through the inclusion of various streetscape improvements such as wider sidewalks, additional trees, and landscaping. Specifically, the sidewalks along Sunset Boulevard and Western Avenue would be widened to 15 feet in width and the sidewalk along Serrano Avenue would be widened to 12 feet in width. In addition, the Project would include a ground-level plaza and paseo with access to the commercial uses to further encourage pedestrian activity. Furthermore, the Project would provide approximately <del>548</del><u>387</u> bicycle parking spaces, including <del>472</del><u>303</u> long-term spaces and <del>76</del><u>84</u> short-term spaces. Together, these measures would reduce dependence on single-occupancy vehicles.</p>
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Appendix F—Land Use Tables, Table 3, page 17, revise the second paragraph of the consistency analysis for Objective 2.2 as follows:

<p><b>Objective 2.2:</b> Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services and transit.</p>	<p><b>No Conflict.</b> The Project would develop a mix of residential and neighborhood-serving commercial uses that would support the housing and employment needs of the local residents and would be compatible with the variety of residential and commercial uses surrounding the Project Site. The proposed 735 residential units would consist of a mix of studio, one-, and two-bedroom units intended to support a range of household types. In addition, the 95,000 square feet of ground-floor neighborhood-serving commercial uses would serve future residents, as well as the surrounding community.</p> <p>The Project would provide a variety of amenities, including multiple terraces with <u>a</u> swimming pools, spas, cabanas, multiple lounge and seating areas, <del>paseo walkways</del> with water and landscape elements, <del>a fitness courtyard, outdoor fireplaces, outdoor kitchens, a dog park, fire pits, barbecues, game areas,</del> and private patios. The Project would provide a total of <del>96,800</del><u>91,606</u> square feet of open space on the Project Site.</p> <p>The Project is located along Sunset Boulevard, a commercial corridor that is characterized by a high degree of pedestrian activity and is in an area well-served by public transit. The Metro B (Red) Line Hollywood and Western Station is located approximately 0.25 mile north of the Project Site. Transportation and utility infrastructure, as well as public services, are available and would be adequate to support the Project.</p>
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	<p>Furthermore, as discussed in Section II, Project Description, of this Draft EIR, the Project would incorporate environmentally sustainable building features and construction protocols to support and promote the City’s sustainability goals.</p>
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Appendix F—Land Use Tables, Table 4, page 20, revise the consistency analysis for Objective 6 as follows:

<p><b>Objective 6.</b> To make provision for a circulation system coordinated with land uses and densities and adequate to accommodate traffic; and to encourage the expansion and improvement of public transportation service.</p>	<p><b>No Conflict.</b> The Project Site is located in a highly urbanized area that is well-served by public transit provided by Metro and LADOT. The Project would include various streetscape improvements such as improved sidewalks, additional street trees, and landscaping to encourage walkability. Specifically, sidewalks along Sunset Boulevard and Western Avenue would be widened to approximately 15 feet in width and the sidewalk along Serrano Avenue would be widened to approximately 12 feet in width, and the Project would plant new street trees along Sunset Boulevard, Serrano Avenue, and Western Avenue. In addition, the Project would include a paseo and plaza with access to the proposed commercial uses to further encourage pedestrian activity. Furthermore, the Project would provide approximately <del>548</del> 387 short- and long-term bicycle parking spaces in <del>excess of</del> <u>accordance with</u> Specific Plan requirements. Thus, the Project would promote opportunities for the use of alternative modes of transportation, including use of public transportation, walking, and bicycling, which would reduce vehicle trips.</p>
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Appendix F—Land Use Tables, Table 5, page 22, revise the first sentence of the consistency analysis for Development Standard 2—Usable Open Space as follows:

<p><b>2—Usable Open Space.</b> No portion of the required usable open space shall have a slope exceeding 10%. Up to 75% of the usable open space may be provided above the ground floor regardless of the underlying Zone.</p> <p><b>Common Usable Open Space.</b> No portion of the required common usable open space shall have a dimension of less than 20 feet or be less than 400 square feet for projects under 10 dwelling units and 600 square feet for projects 10 dwelling units or more.</p> <p><b>Private Usable Open Space.</b> Once the standards for the common usable open space referenced in the paragraph above have been met, Projects may provide private usable open space, such as balconies or patios, with a minimum dimension of six feet for</p>	<p><b>No Conflict.</b> Section 9.D.1 of the Vermont/Western TOD Specific Plan (adopted by Ordinance No. 173,749) provides that up to 75% of the usable open space may be provided above grade or the first habitable level which is the 2<sup>nd</sup> level. Development Standard 2 of the accompanying Specific Plan Development Standards and Design Guidelines (adopted by the City Planning Commission) contains a substantially similar development standard. However, the Specific Plan ordinance provides that the development standards in the Specific Plan ordinance prevail and supersede over other similar applicable provisions. The Project would include approximately <del>2.22 acres (96,800 square feet)</del> <u>1.59 acres (69,206 square feet)</u> of common open space, <del>49,300</del> <u>24,464</u> of which would be at the <del>ground first</del></p>
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<p>balconies and ten feet for patios, thereby reducing the required usable open space directly commensurate with the amount of private open space provided.</p>	<p><u>habitable level consistent with Section 9.D.1 of the Specific Plan</u>, which would consist of a variety of open space features and recreational amenities that serve residents' recreational needs. The design of the common open space would comply with the applicable requirements of the Specific Plan and would not be sloped.</p>
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Appendix F—Land Use Tables, Table 5, page 22, revise the fourth sentence of the consistency analysis for Development Standard 3—Streetscape Elements as follows:

<p><b>3—Streetscape Elements.</b> Any project along Vermont Avenue, Virgil Avenue, Hollywood Boulevard between the Hollywood Freeway and Western, or referred to in the Barnsdall Park Master Plan, shall conform to the standards and design intentions for improvement of the public right of way contained in the Streetscape Plans and other documents prepared for these areas and referenced in Chapter II of these Guidelines. Where those documents are silent, and for projects along other major and secondary highways without streetscape or landscaping plans, the following provisions shall prevail.</p> <p>Note that virtually all street furniture requires the issuance of a revocable permit from the Bureau of Street Services in the Department of Public Works, prior to placement in the public right of way.</p> <p>Some variation in the design of the tree well covers, bike racks, street trees, trash receptacles or public benches may be authorized by the Director of Planning or his /her representative, for aesthetic, consistency or practical purposes. Changes may be made for practical purposes as long as the aesthetic values are maintained.</p> <p>Street Trees. At least one 36-inch box shade tree shall be planted in the public right of way on-center, or in a pattern satisfactory to the Bureau of Street Maintenance, for every 30 feet of street frontage. Shade trees as identified in the Street Tree List of the Bureau of Street Maintenance shall be planted. An automatic irrigation system shall also be provided within the tree well. Businesses, tenants, and property owners along both block faces of a street are encouraged to collaboratively select a signature tree.</p> <p>Tree Well Covers. A four foot by eight foot, black, cast iron tree well cover shall be provided for each new and reused street tree in the project area. The design shall meet the Americans With Disabilities Act requirements and minimize trip and fall accidents, and provide a cut out adequate for whatever tree used.</p>	<p><b>No Conflict.</b> The Project would be consistent with the streetscape development standards of the Specific Plan. Specifically, <del>the Project would comply with street tree requirements by planting 17 new street trees along Western Avenue, nine new street trees along Sunset Boulevard plus retention of 11 existing Palm trees, and 10 new street trees along Serrano Avenue. Tree well covers will be consistent with Specific Plan guidelines.</del> The Project would provide a total of <del>72</del><u>84</u> short-term bicycle parking spaces which would be distributed on the sidewalks along Sunset Boulevard and Western Avenue and within the plaza and paseo. Trash receptacles would be placed at appropriate intervals according to City requirements. The Project would also include a variety of outdoor seating options on the ground level, including the required public benches.</p> <p><u>With respect to street trees, to meet the requirements of the Development Standards, 19 street trees would be required along Sunset Boulevard, 17 along Western Avenue, and 17 along Serrano Avenue. However, based on spacing guidelines published by the City's Urban Forestry Division (UFD), it would not be possible to plant this number of trees. Therefore, in accordance with the UFD's spacing guidelines, the Project would plant six new street trees along Sunset Boulevard, nine new street trees along Western Avenue, and 11 along Serrano Avenue. Ten existing street trees along Sunset Boulevard would also be retained.</u></p>
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<p><b>Bike Racks.</b> One bike rack per lot, or 50 feet of lot frontage for lots with more than 50 feet of frontage, shall be required. Bike racks shall be installed three feet from the curb edge or per the City Department of Transportation's requirements. Simple bike racks painted black are required.</p> <p><b>Trash Receptacles.</b> One trash receptacle, painted black, per 100 feet of lot frontage along major or secondary highways, to be maintained and emptied by the Project owner, and placed in the public right of way, according to the requirements of the City Department of Public Works.</p> <p><b>Public Benches.</b> One public bench, painted black with a backrest, three armrests, and intermediate frame, for every 250 feet of lot frontage on a major or secondary highway shall be required and placed in the public right of way according to the requirements of the City Department of Public Works.</p>	
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Appendix F—Land Use Tables, Table 5, page 25, revise the second paragraph of the consistency analysis for Development Standard 6—Building Design as follows:

<p><b>6—Building Design.</b> The purpose of the following provisions is to ensure that a project avoids large blank expanses of building walls, is designed in harmony with the surrounding neighborhood, and contributes to a lively pedestrian friendly atmosphere. Accordingly, the following standards shall be met:</p> <p><b>Stepbacks.</b> No portion of any structure located in Subareas B or C shall exceed more than 30 feet in height within 15 feet of the front property line. All buildings with a property line fronting on a major highway, including Hollywood Boulevard, Sunset Boulevard, Santa Monica Boulevard and Vermont Avenue, shall set the second floor back from the first floor frontage at least ten feet.</p> <p><b>Transparent Building Elements.</b> Transparent building elements such as windows and doors shall occupy at least fifty percent of the exterior wall surface of the ground floor facades for the front and side elevations. Transparent building elements shall occupy at least twenty percent of the surface area of the rear elevation of the ground floor portion of any building which has surface parking located to the rear of the structure.</p> <p><b>Facade Relief.</b> All exterior building walls shall provide a break in the plane, or a change in material every 20 feet in horizontal length and every 30 feet in vertical length, created by an articulation or architectural detail such as: a change in plane of at least six inches for a distance of not more than 20 feet; recessed entry</p>	<p><b>No Conflict.</b> With respect to setbacks, as discussed in Section II, Project Description, of this Draft EIR, the buildings would be setback from the first-floor frontage along Sunset Boulevard as required by the Specific Plan.</p> <p>The proposed mixed-use building would be designed <u>in a contemporary architectural style to reflect a piece of Hollywood's history. The redesign captures a modern interpretation of Art Deco and Streamline Moderne principles, with an emphasis on horizontality, simple forms, geometric patterns, and an earthy palette of material finishes.</u> Cantilevered balcony decks, horizontal overhangs, and canopies would be integrated with other elements, such as balconies, railings and shading devices that would provide horizontal and vertical articulation. Cutouts would also be provided throughout the façade of the buildings <u>that would feature terraces with landscaping with a minimum 50-percent transparency at the ground floor frontages.</u> A variety of exterior finishes, materials, and textures would be integrated into the overall design of the various buildings, including tile, high density laminates, <u>storefront windows with storefront heights that would vary from 11 feet to 19 feet,</u> aluminum louvers, metal railings, exterior plaster, glass railings, and integrated signage and lighting. Glass used in all building façades would have low reflectivity to minimize glare. All</p>
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<p>ways, recessed windows, or pop-out windows; porticos, awnings, terraces, balconies, or trellises; building overhangs, projections or cantilevered designs; horizontal moldings; cornice lines; or other features or building materials that create a visual break. Aluminum framed window or doors that are flush with the plane of the building shall not be included as a change in material or as a break in the plane. Materials such as wood, glass block, brick, adobe and tile are encouraged. Architectural treatments on the building front elevation shall be continued on the sides and back of buildings.</p> <p>Building Materials. All buildings shall apply at least two types of complementary building materials to exterior building facades such as adobe, wood, brick, stone or tile. Transparent building elements shall not be included as a change in material towards this requirement.</p> <p>Surface Mechanical Equipment. All surface or ground mounted mechanical equipment, including transformers, terminal boxes, pull boxes, air conditioner condensers, gas meters and electric meter cabinets shall be screened from public view and treated to match the materials and colors of the building which they serve.</p> <p>Roof Lines. All roof lines in excess of forty feet must be broken up through the use of gables, dormers, plant-ons, cutouts or other appropriate means.</p>	<p>architectural components of the Project would be consistent with the applicable provisions of the Specific Plan.</p>
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Appendix F—Land Use Tables, Table 5, page 27, revise the consistency analysis for Design Guideline 1—Urban Form as follows:

<p><b>1—Urban Form.</b> Implementation of the Plan, Ordinance and Guidelines will begin to transform these commercial streets away from a highway oriented, suburban format into a distinctly urban, pedestrian oriented and enlivened atmosphere. Out door [sic] eating areas, and informal gatherings of chairs and benches are encouraged. These streets should begin to function for the surrounding community like an outdoor public living room. Transparency should exist between what is happening on the street and on the ground floor level of the buildings. Mid-block pedestrian walkways and access through buildings is encouraged.</p>	<p><b>No Conflict.</b> The Project would enhance pedestrian activity through building design and proposed streetscape amenities. Specifically, at the ground level, the four buildings would be organized around a publicly accessible outdoor pedestrian paseo that would run north-south through the center of the Project Site and <del>an access driveway</del> <u>a pedestrian thoroughway</u> that would run east-west through the center of the Project Site. The pedestrian paseo would connect to a public plaza located along Sunset Boulevard and provide access to the proposed commercial uses. The Project would also widen the sidewalks along Sunset Boulevard and Western Avenue to 15 feet and 12 feet, respectively, and planting new street trees along Sunset Boulevard, Serrano Avenue, and Western Avenue. With these elements, the Project would be fully integrated into the adjacent street frontages.</p>
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Appendix F—Land Use Tables, Table 6, page 28, revise the consistency analysis for “Maximize mobility and accessibility for all people and goods in the region” as follows:

<p>Maximize mobility and accessibility for all people and goods in the region.</p>	<p><b>No Conflict.</b> The Project is an infill development located within a designated HQTAs in the Hollywood area, which includes a mature network of roads and freeways that provide local and regional access. In addition, the Project Site is located in proximity to public transit. The 2016–2040 RTP/SCS defines HQTAs as generally walkable transit villages or corridors that are within 0.5-mile of a well-served transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours.<sup>a</sup> The Project Site is located along Sunset Boulevard in proximity to other residential and commercial uses and is in an area that is well-served by Metro and LADOT. The Project Site is approximately 0.25 mile south of the Metro B (Red) Line Hollywood and Western Station. Residents of the Project would have access to a variety of public transit options, including subway and bus systems. The Project would also provide <del>approximately 548</del> <u>387</u> bicycle parking spaces. Thus, the Project’s proximity to a variety of public transit options, and the availability of non-auto modes of transportation, would allow the Project to maximize mobility and accessibility for residents of the area.</p>
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Appendix F—Land Use Tables, Table 6, page 29, revise the consistency analysis for “Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking)” as follows:

<p>Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g. bicycling and walking).</p>	<p><b>No Conflict.</b> The Project is located in an area that allows for convenient access to existing and proposed retail, restaurant, and other neighborhood-serving commercial uses, as well as to a variety of public transit options. The Project’s proposed ground floor plaza and paseo, as well as the streetscape improvements would promote walkability in the vicinity of the Project Site. In addition, the Project would provide a total of <del>approximately 548</del> <u>387</u> bicycle parking spaces for the Project’s proposed residential and neighborhood-serving commercial uses that would serve to promote use of bicycles. Furthermore, as discussed in Section IV.A, Air Quality, of this Draft EIR, Project impacts related to air quality would be less than significant. Therefore, the Project’s location and design features would encourage active transportation within the Project Site and surrounding area, which would help to protect the environment and health of residents.</p>
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Appendix F—Land Use Tables, page 29, revise the consistency analysis for “Encourage land use and growth patterns that facilitate transit and active transportation” as follows:

<p>Encourage land use and growth patterns that facilitate transit and active transportation.</p>	<p><b>No Conflict.</b> Refer to the goals to “Maximize mobility and accessibility for all people and goods in the region” and “Protect the environment and health of our residents by improving air quality and encouraging active transportation,” above. As discussed therein, the Project is located in an area that allows for convenient access to retail, restaurant, and other neighborhood-serving commercial uses, as well as to a variety of public transit options. The Project would also provide approximately <del>548</del><u>387</u> bicycle parking spaces and would include a ground floor plazas and paseos with access to the proposed commercial uses to promote walking and use of bicycles.</p>
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## B. Effect of Corrections and Revisions

CEQA Guidelines Section 15088.5 requires that an EIR which has been made available for public review, but not yet certified, be recirculated whenever significant new information has been added to the EIR. The entire document need not be circulated if revisions are limited to specific portions of the document.

The relevant portions of CEQA Guidelines Section 15088.5 read as follows:

- (a) *A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. As used in this section, the term “information” can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement. “Significant new information” requiring recirculation include, for example, a disclosure showing that:*

- (1) *A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.*
  - (2) *A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.*
  - (3) *A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.*
  - (4) *The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. (Mountain Lion Coalition v. Fish and Game Com. (1989) 214 Cal.App.3d 1043)*
- (b) *Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.*

The information contained in this section clarifies, amplifies, or refines information in the Draft EIR but does not make any changes that would meet the definition of “significant new information” as defined above. The information added to the Draft EIR does not change the Draft EIR in a way that deprives the public of a meaningful opportunity to comment upon a new or substantially increased significant environmental effect of the Project or disclose a feasible alternative or mitigation measure the Applicant has declined to adopt.

Specifically, the revisions above primarily include updates to the Project's design and corresponding analysis throughout the Draft EIR. As demonstrated above, all of the revised analyses are consistent with those included in the Draft EIR. Additionally, Mitigation Measure AIR-MM-6 was deleted based on comments received on the Draft EIR because it was not required to reduce impacts to a less than significant level, is not a quantifiable reduction, and was not included in the air quality modeling. Nevertheless, the requirement is retained through Project Design Feature AIR-PDF-1, which is enforceable through the Project's Mitigation Monitoring Program (refer to Section IV, Mitigation Monitoring Program, of this Final EIR). These additions and corrections would not result in new significant impacts or increase the impacts of the Project. These revisions would also not constitute feasible mitigation measures considerably different from others previously analyzed that would clearly lessen the environmental impacts of the project, but the Applicant declines to adopt it.

Therefore, the additions and corrections contained in this section and the information contained in Section II, Responses to Comments, of this Final EIR, clarify, amplify, or make insignificant changes to the Draft EIR. In addition, Section II, Responses to Comments, of this Final EIR, fully considers and responds to comments stating that the Project would have significant impacts not disclosed in the Draft EIR and demonstrates that none of these comments provided substantial evidence that the Project would result in changed circumstances, significant new information, considerably different mitigation measures, or new or more severe significant impacts than were discussed in the Draft EIR. Rather, the additions and corrections to the Draft EIR address typographical errors, provide minor revisions, and augment the analysis of the Draft EIR and would not result in new significant impacts or an increase in any impact already identified in the Draft EIR. Thus, none of the conditions in CEQA Guidelines Section 15088.5 are met and recirculation of the Draft EIR is not required.