II. Project Description

II. Project Description

1. Introduction

The 6000 Hollywood Boulevard Project (Project) is a new mixed-use development proposed on an approximately 162,412-square-foot (3.73-acre) site comprised of nine lots along Hollywood Boulevard (Hollywood Lot) and one adjoining lot along Carlton Way (Carlton Lot), collectively referred to herein as the Project Site. The Hollywood Lot is currently developed as an automotive dealership and includes a showroom, parts storage structure, auto repair facility with five service bays, and surface parking. The existing structures on the Hollywood Lot total approximately 31,833 square feet of floor area. The Carlton Lot is currently developed only with surface parking. The Project Site is located in the Hollywood Community Plan area of the City of Los Angeles (City).

All of the existing improvements and uses on the Project Site would be demolished for development of the Project. The Project proposes a 35-story residential building with 265 units, a six-story office building, 10 townhome-style buildings, and one low-rise commercial building on the Hollywood Lot, and an additional four-story residential building with 46 units on the Carlton Lot. The Project would include a total of 894 vehicle parking spaces within three subterranean parking levels. A portion of the proposed six-story office building and six of the townhome-style structures on the southern portion of the Hollywood Lot would be on a podium atop the ground level parking level, while the proposed 35-story residential building and four of the townhome-style structures on the northern portion of the Hollywood Lot would be located at street level, directly above the subterranean parking garage. The Project would also include a total of 42,602 square feet of open space, including 23,526 square feet of publicly accessible privately owned open space and 19,076 square feet of private open space. Upon completion, the Project would comprise a total of 342,643 square feet of residential uses (350 units, inclusive of 44 units reserved for Very Low Income households), 136,000 square feet of office uses, 18,004 square feet of retail uses, 4,038 square feet of restaurant uses, and 500 square feet of support uses, resulting in a total floor area of 501,185 square feet and an overall Floor Area Ratio (FAR) of 3.08:1.

2. Environmental Setting

a. Project Location

As shown in Figure II-1 and Figure II-2 on pages II-3 and II-4, the Project Site is generally bounded by Hollywood Boulevard to the north, Bronson Avenue to the east, Carlton Way to the south, and Gower Street to the west. The Project Site encompasses the following addresses: 5950, 5960, 5962, 6000, 6004, 6010, 6016, 6020, 6024, 6024½, 6030, 6038, 6044, and 6048 West Hollywood Boulevard and 6037 West Carlton Way.

The Project Site is located within the Hollywood Community Plan area of the City and is located approximately 12 miles east of the Pacific Ocean. Regional access to the Project Site is provided by Hollywood Boulevard adjoining the Project Site to the north, Sunset Boulevard located south of the Project Site, and the US-101 freeway, which is approximately 730 feet east of the Project Site. Local access to the Project Site is provided by several local streets and avenues, including Gower Street and Bronson Avenue.

b. Existing Conditions

(1) Existing Conditions on the Project Site

The Project Site is currently occupied primarily by an automotive dealership that includes a showroom, parts storage structure, auto repair facility with five service bays, and surface parking. The existing structures total approximately 31,833 square feet. Vehicular access to the Project Site is currently provided via driveways along Hollywood Boulevard. Pedestrian access to the Hollywood Lot is currently provided along Hollywood Boulevard and Gower Street, and pedestrian access to the Carlton Lot is currently provided along Carlton Way.

Landscaping within the Project Site includes ornamental trees and shrubs. A total of 33 trees were identified within and surrounding the Project Site, including 15 on-site trees and 18 street trees. Street trees and trees within the Project Site consist of various non-native species, including one Chinese pistache tree, two pink trumpet trees, three Canary Island pine trees, three Indian laurel fig trees, three saucer magnolia trees, four southern magnolia trees, seven Mexican fan palm trees, and 10 evergreen pear trees. None of the on-site or off-site trees are considered to be protected by the City of Los Angeles Protected Tree and Shrubs Ordinance No. 186,873.

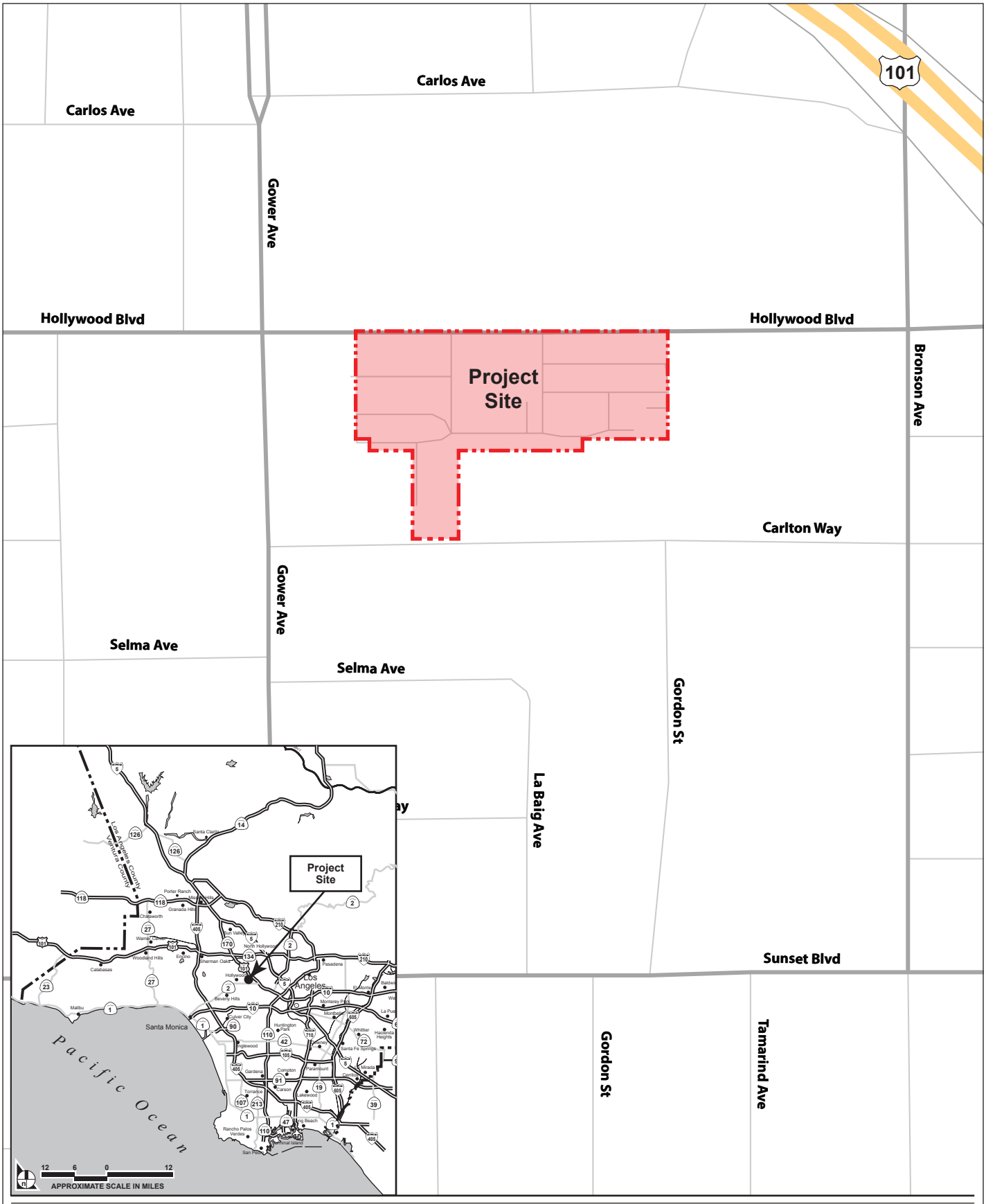

Figure II-1
Project Location

Source: ArcGIS, 2024; Eyestone Environmental, 2024.

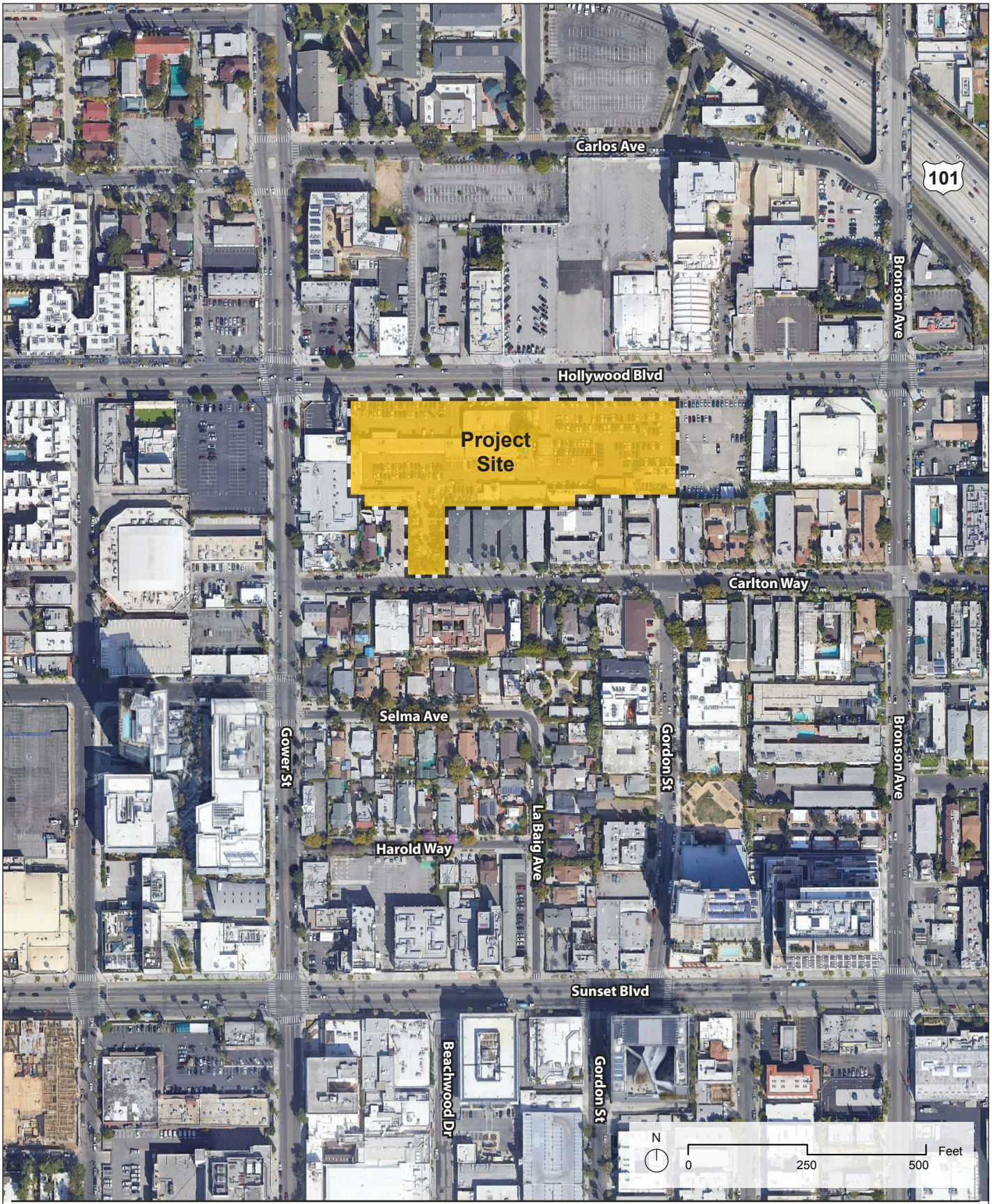

Figure II-2
Aerial Photograph of Project Site and Vicinity

Source: Google Earth Pro, 2024; Eyestone Environmental, 2024.

(2) Land Use and Zoning

The Project Site is located within the Hollywood Community Plan area.[1] The Hollywood Lot has a General Plan land use designation of Highway Oriented Commercial and is zoned C4-1-SN (Commercial zone, Height District 1, Hollywood Signage Supplemental Use District). Pursuant to the LAMC, the C4 Zone permits a wide array of land uses including commercial, office, residential, retail, and hotel uses. Height District 1, in conjunction with the C4 Zone, typically does not impose a maximum building height limitation and permits a maximum FAR of 1.5:1. The SN designation indicates that these parcels are located within the Hollywood Signage Supplemental Use District (HSSUD) and any signage proposed as part of the Project would be subject to its provisions and regulations.

The Carlton Lot has a General Plan land use designation of High Medium Residential and is zoned [Q]R4-1VL (Qualified "Q" Conditions, Multiple Dwelling zone, Height District 1 Very Limited). Pursuant to the LAMC, the R4 Zone permits any use permitted in the R3 Multiple Dwelling Zone, churches, childcare facilities or nursery schools, schools, museums or libraries, accessory uses and home occupations, retirement hotels, and accessory buildings. Height District 1 Very Limited imposes a maximum building height of three stories and 45 feet, and a maximum FAR of 3:1. The Qualified "Q" Condition on the Project Site limits density to one dwelling unit per 600 square feet of lot area. (Ordinance No. 165,662.)

The Project Site is also located within the boundaries of the Hollywood Redevelopment Plan, which designates the Project Site for Highway Oriented Commercial land uses and establishes a base FAR limit of 3:1 for all development with this land use designation. The Project Site is also located in a Transit Priority Area (TPA), as defined by Senate Bill (SB) 743 and City Zoning Information File (ZI) 2452.[2] The Project Site is also located within the Los Angeles County Metropolitan Transportation Authority (Metro) Right-of-Way (ZI-1117) and is well served by a variety of public transit options along Hollywood Boulevard provided by Metro and the Los Angeles Department of Transportation (LADOT). Specifically, transit options in the vicinity of the Project Site include the Hollywood/Vine

---

[1] *On May 3, 2023, the Los Angeles City Council adopted the Hollywood Community Plan Update. Following adoption of the updated Hollywood Community Plan, the implementing ordinances will be reviewed and finalized by the City Attorney, to ensure clarity of regulations and consistency with state law. After this process is complete, the updated Hollywood Community Plan will be brought into effect by the City Council.*

[2] *SB 743 established new rules for evaluating aesthetic and parking impacts under CEQA for certain types of projects. Specifically, Public Resources Code Section 21099(d) states: "Aesthetic and parking impacts of a residential, mixed-use residential, or employment center on an infill site within a transit priority area (TPA) shall not be considered significant impacts on the environment." TPAs are areas within 0.5 miles of a major transit stop that are existing or planned. Thus, in accordance with SB 743 and the City's Zoning Information (ZI) No. 2452, the Project's aesthetic and parking impacts are not considered significant as a matter of law.*

station of the Metro B Line, located approximately 0.25 miles west of the Project Site, and several Metro bus lines along Hollywood Boulevard as well as DASH Hollywood.

Additionally, per Assembly Bill (AB) 2097, the Project is not required to provide parking as it is a mixed-use project with residential and commercial uses located within 0.5 miles of a Major Transit Stop. Assembly Bill 2097 was adopted by the State of California on September 22, 2022 and subsequently added to California Government Code Section 65863.2. AB 2097 prohibits a public agency from imposing or enforcing any minimum automobile parking requirement on any residential, commercial, or other development project that is within 0.5 miles of a Major Transit Stop.

c. Surrounding Land Uses

The area surrounding the Project Site is highly urbanized and includes a mix of low- to mid-rise buildings containing a variety of commercial and residential uses. The surrounding properties are generally zoned for C4 commercial use or R4 multiple dwelling residential use, consistent with the zoning of the Project Site.

To the north of the Project Site, across Hollywood Boulevard, are several commercial uses in one- and two-story structures. Specifically, at the northeast corner of Hollywood Boulevard and Gower Street is a two-story strip mall that includes several restaurants/fast food places, convenience store, personal care, and other uses. To the east of the commercial strip mall across Hollywood Boulevard from the Project Site are a two-story office building with surface parking that contains a social services group and nurse practitioner, among other uses; a one-story building that contains a recording studio; a two-story night club; two large surface parking lots; another nightclub, Florentine Gardens LA; and a Salvation Army facility. To the immediate east of the Hollywood Lot are a surface parking lot; a hostel with dorm rooms and activities; and a two-story building with commercial uses and a storage facility. To the west of the Hollywood Lot are one- and two-story commercial structures, including a recording studio use, and surface parking. The Carlton Way Pocket Park is located southeast of the Hollywood Lot.

South of the Hollywood Lot—and to the east of the Carlton Lot—are various primarily multi-family apartment buildings; to the west of the Carlton Lot are a multi-family apartment building, the Shir Hashirim Montessori School, and a two-story office building and associated surface parking. Multi-family apartment buildings are also located across the Carlton Lot on the south side of Carlton Way.

A wide range of iconic entertainment, cultural, and employment locations are within a 0.5-mile radius of the Project Site. These include the Hollywood Walk of Fame (approximately 225 feet to the west of the Project Site), the Fonda Theater (approximately

350 feet to the west of the Project Site), Amoeba Music (approximately 0.25 miles to the west of the Project Site), the Capitol Records Building (approximately 0.4 miles northwest of the Project Site). Netflix and the Sunset Bronson Studios are similarly close (approximately 0.25 miles southeast of the Project Site).

3. Project Objectives

Section 15124(b) of the California Environmental Quality Act (CEQA) Guidelines states that the project description shall contain "a statement of the objectives sought by the proposed project." Section 15124(b) of the CEQA Guidelines further states that "the statement of objectives should include the underlying purpose of the project." The underlying purpose of the Project is to redevelop an underutilized site with a high-density, mixed-use, transit- and pedestrian-oriented development that provides a mix of new housing opportunities that are integrated with commercial and office uses that provide new employment and commercial opportunities for the surrounding community. The Project's specific objectives are as follows:

- Provide for the development of new housing units to support the high or significant demand for a mix of housing in the City and to meet the diverse economic and physical needs of both existing and future residents.
- To provide high-density multi-family housing in furtherance of the goals of the City's Housing Element and the City's Regional Housing Needs Assessment.
- Locate new housing and employment opportunities near one another and in close proximity to transit stations, along transit corridors, and within high activity areas.
- Create a range of housing types and scales with access to open space and outdoor amenities to accommodate varied household sizes and needs in a village-like setting.
- Focus housing and employment growth within a High Quality Transit Area consistent with a key element in SCAG's Regional Transportation Plan/Sustainability Communities Strategy.
- Promote local and regional mobility objectives by providing a mix of higher density housing and commercial uses that are in close proximity to a range of mobility options including public transportation, rideshare pickup and drop off locations, and convenient on-site parking for vehicle-dependent residents and visitors.
- Strengthen viable commercial development in the community and provide additional opportunities for new commercial development and services by providing a variety of commercial uses, including office space and retail and restaurant space.

- Improve the visual character and maximize the value of an underutilized site by replacing existing low-intensity uses with higher-density housing and commercial uses at an in-fill location that is responsive to market demands.

- Provide upgraded neighborhood-serving commercial uses to provide a strong and competitive commercial sector that promotes economic vitality and job creation and serves the needs of project residents, visitors, and the surrounding community.

- Provide convenient neighborhood-serving commercial uses and open space within walking distance of existing off-site residential and commercial uses, proposed on-site residential uses and on and off-site office uses;

- Create a pedestrian-friendly project by providing publicly accessible open space and activating streetscapes around the Project Site through use of outdoor dining, greenspace, and varied elevations.

4. Description of Project

a. Project Overview

As summarized below and in Table II-1 on page II-9, the Project would replace the existing automotive dealership and surface parking on the Project Site with a mixed-use development that will comprise 501,185 square feet of new residential, commercial, and retail floor area across multiple structures that would be integrated with public and private open space.[3]

As shown in Figure II-3 through Figure II-8 on pages II-10 through II-15, the Project proposes a variety of buildings on the Project Site. As proposed, Building A would be a six-story office and retail building, rising to a maximum height of 113 feet (120 feet including rooftop mechanical equipment), and would be located in the northwestern portion of the Project Site. Building B would be a 35-story residential tower containing 265 units, rising to a maximum height of 404 feet (419 feet including rooftop mechanical equipment), and would be located in the northeastern portion of the Project Site. Building C would be a four-story residential building containing 46 units, rising to a maximum height of 44.5 feet (55 feet including rooftop mechanical equipment), and would be located on the Carlton Lot.

[3] *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."*

Table II-1
Summary of Existing and Proposed Floor Area[a]

Land Use	Floor Area
Existing (All to Be Removed)	
Commercial (Automotive Dealership)	31,833 sf
Total Existing Floor Area to Be Removed	*31,833 sf*
New Construction	
Residential	342,643 sf (350 units)
Office	136,000 sf
Retail/Restaurant	22,542
Total New Construction	*501,185 sf*
Net Floor Area Upon Completion	**469,352 sf**

sf = square feet

[a] *Square footage is calculated pursuant to the Los Angeles Municipal Code (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."*

Source: Office Untitled, 2022.

Buildings D1-D10 would consist of ten low-rise townhome-style buildings containing a total of 39 residential townhomes with ground-floor commercial retail space. These buildings would be two to four stories with a maximum height of 98 feet measured from finished grade, and would be dispersed throughout the Project Site. A portion of the proposed six-story office building (Building A) and six of the townhome-style structures on the southern portion of the Hollywood Lot would be on a podium atop the ground level parking level, while the proposed 35-story residential building (Building B) and four of the townhome-style structures on the northern portion of the Hollywood Lot would be located at street level, directly above the subterranean parking garage. Building E would consist of a two-story restaurant. Upon completion, the Project would comprise a total of 342,643 square feet of residential uses (350 units), 136,000 square feet of office uses, 18,004 square feet of retail uses, 4,038 square feet of restaurant uses, and 500 square feet of support uses, resulting in a total floor area of 501,185 square feet and an overall Floor Area Ratio (FAR) of 3.08:1.

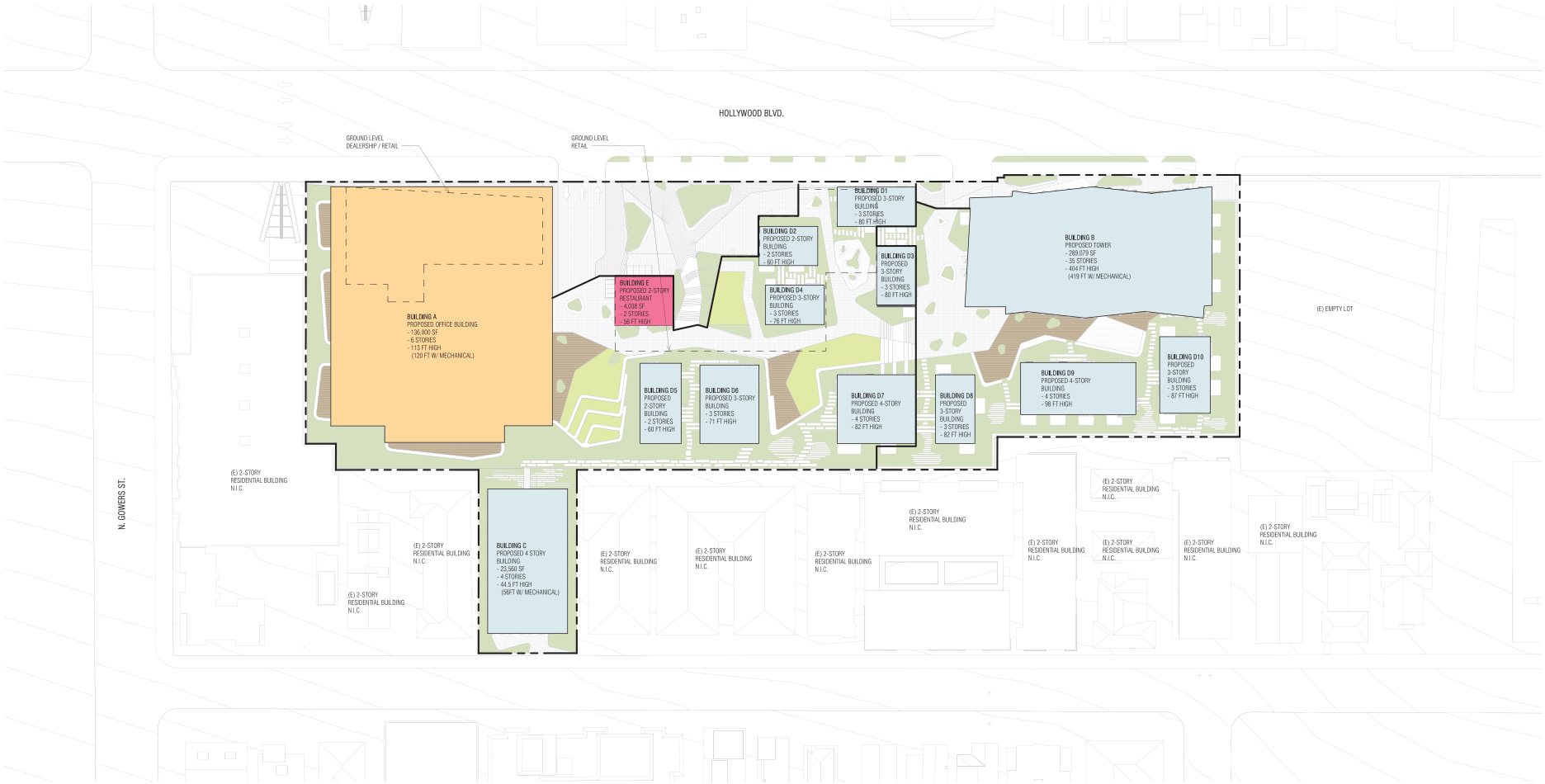

Figure II-3
Plot Plan

Source: OfficeUntitled, 2023.

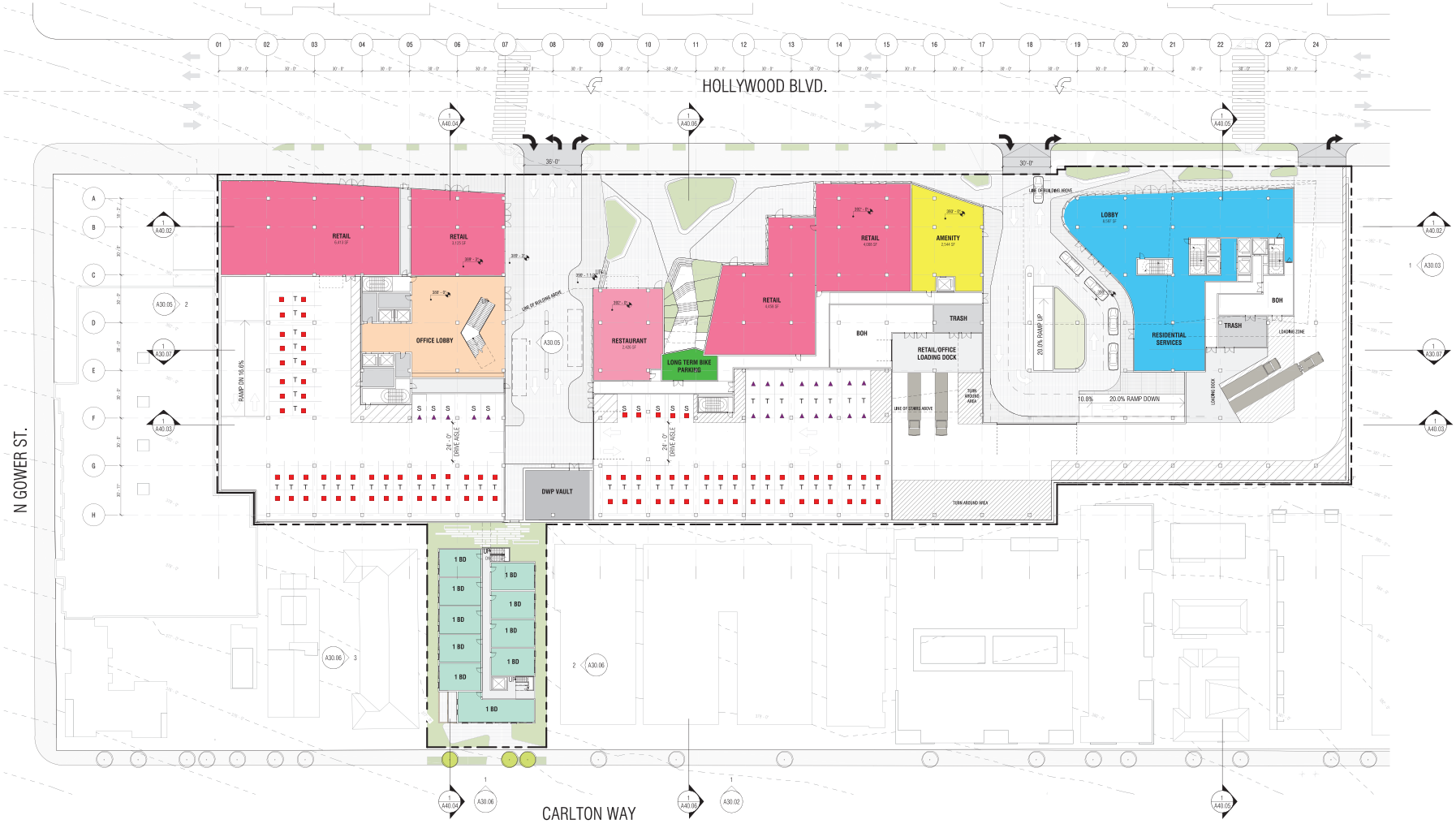

Figure II-4
Hollywood Lot Ground Floor Plan

Source: Officeuntitled, 2023.

Figure II-5

Hollywood Lot Level 2 Floor Plan and Carlton Lot Level 3 Floor Plan

Source: Officeuntitled, 2023.

Figure II-6

Hollywood Lot Level 3 Floor Plan and Carlton Lot Level 4 Floor Plan

Source: Officeuntitled, 2023.

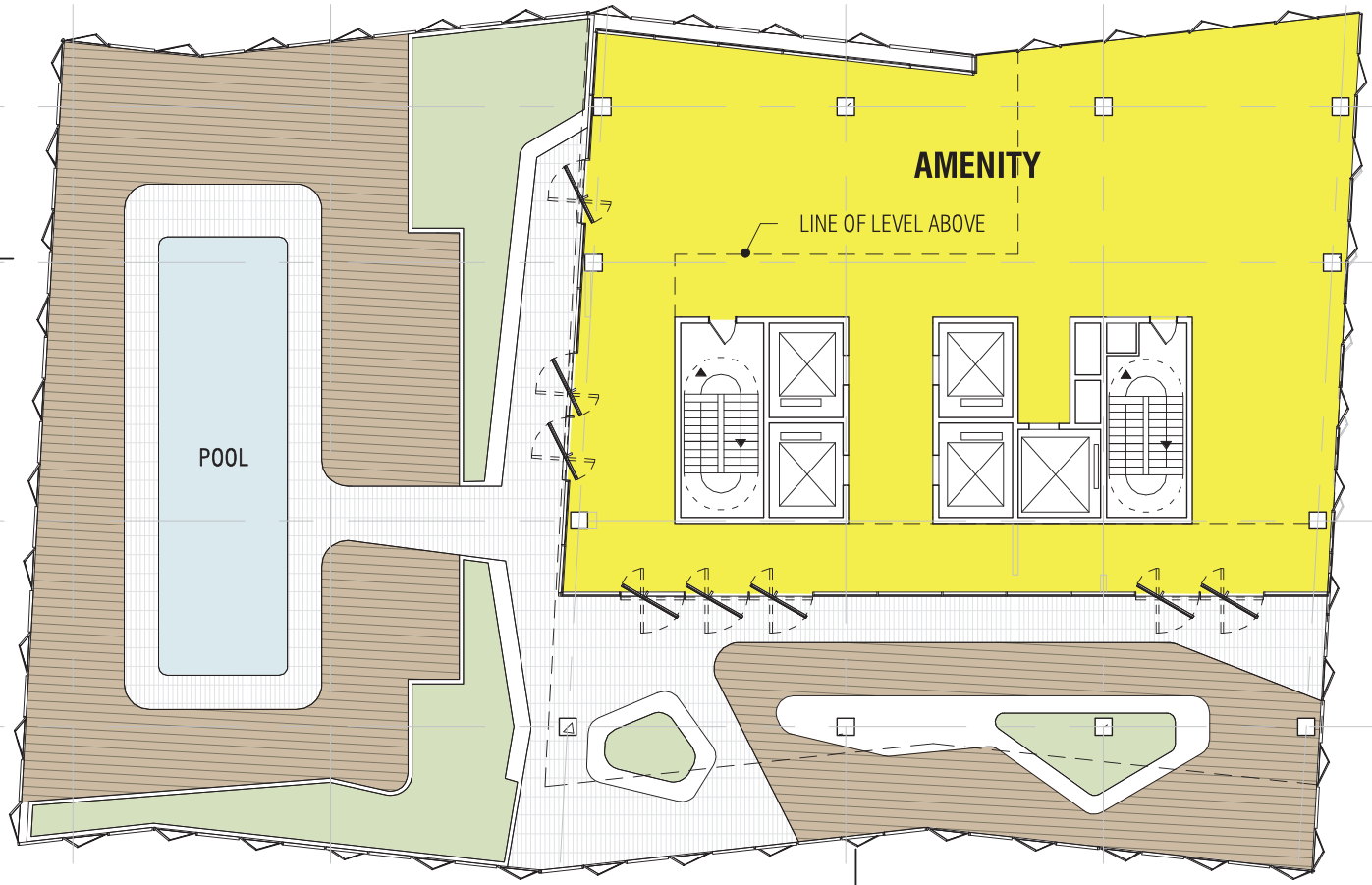

Figure II-7
Level 13 Floor Plan

Source: Officeuntitled, 2023.

Figure II-8
Carlton Lot Ground Floor Plan

Source: Officeuntitled, 2023.

b. Design and Architecture

The Project would transform the Project Site into a cohesive and modernized architectural development providing a mix of residential uses along with office space, retail and restaurant uses, and open spaces, that would all be integrated into one site and would be designed in consideration of the surrounding and adjacent uses. As shown in Figure II-3 on page II-10, the Project is designed with three primary buildings (Buildings A, B, and C) and 11 low-rise structures dispersed throughout the Project Site between the three primary buildings. A portion of the proposed six-story office building (Building A) and six of the townhome-style structures on the southern portion of the Hollywood Lot would be on a podium atop the ground level parking level, while the proposed 35-story residential building (Building B) and four of the townhome-style structures on the northern portion of the Hollywood Lot would be located at street level, directly above the subterranean parking garage.

The first of the three primary buildings (Building A) is a six-story office and retail building that would be located on the northwest corner of the Project Site with frontage along Hollywood Boulevard. Building A would include a total of approximately 136,000 square feet and would be 113 feet in height (120 feet including office mechanical). As shown in Figure II-4 on page II-11, Building A would include a lobby and retail spaces on the ground floor, which would enhance pedestrian activity. Additional office lobbies and office space would be provided on the second through sixth floors as illustrated in Figure II-5 and in Figure II-6 on pages II-12 and II-13. Building A would be designed with slanted roofs, large glass windows, and outdoor patios which would further reduce the Project's massing and provide additional open space areas for employees.

Building B would introduce a new high-rise building that would be designed to enhance the surrounding area of Hollywood, provide architectural diversity, and promote a high level of quality within the existing environment. While the area immediately surrounding the Project Site is generally characterized by low- to mid-rise buildings, the Hollywood neighborhood continues to undergo changes to the development landscape, including the introduction of taller buildings with a variety of uses. Building B is a residential tower located on the northeast corner of the Project Site with frontage along Hollywood Boulevard. Building B would comprise 289,079 square feet and would be 35 stories and 404 feet in height (419 feet including tower mechanical), and would include 265 units, a residential lobby, and residential amenities. As shown in Figure II-4, the residential lobby would be provided at the ground level and would be accessible from Hollywood Boulevard, which would enhance the pedestrian experience along this street frontage. Residential amenity space would be provided at the podium level and at Level 13, as illustrated in Figure II-6 and in Figure II-7 on page II-14, which would be stepped back from the rest of the building to accommodate for an elevated terrace with a pool and spa.

Building C is a four-story residential building located entirely on the Carlton Lot. Building C would comprise 23,560 square feet, contain 46 units, and rise to a maximum of 44.5 feet in height (55 feet including rooftop mechanical equipment). Building C is designed as a single structure with a pedestrian walkway on the ground level, as shown in Figure II-8 on page II-15, connecting to parking and a bridge at an upper level connecting to the podium of the Hollywood Lot, promoting linkages between the two lots and allowing for connectivity between the proposed uses.

Between Buildings A, B, and C would be 11 low-rise structures ranging from two to four stories, with a maximum height of 98 feet measured from finished grade. The low-rise structures would be interspersed throughout the Project Site and would be integrated by a series of landscaped and hardscape open space areas that would include landscaped pedestrian walkways and plazas, activating the Project Site and promoting linkages with the surrounding area. One of these structures would be used as a 4,038-square-foot two-story restaurant, surrounded by approximately half an acre of public space across two levels. The remaining 10 structures would include 39 townhomes (1 unit each for a total of 39 units). The design of the structures would be geometric and would be incorporated with sloped roofs at varying heights which would accentuate the visual character of the Project Site.

As shown in the conceptual renderings of the Project provided in Figure II-9 and Figure II-10 on pages II-18 and II-19, the Project façade materials include metal wall panels, Glass Fiber Cement Boards, and other paneling systems.

c. Open Space and Landscaping

The Project would incorporate numerous on-site common and private open space and recreational amenities. The Project would include a total of 42,602 square feet of open space, including 23,526 square feet of publicly accessible, privately owned open space and 19,076 square feet of private open space. As shown in Figure II-11 on page II-20, the Project would provide common open space at the ground level that would be publicly accessible during daytime hours in the form of gardens, courtyards, and terraces. As illustrated in Figure II-11, the primary public open space amenity would be a landscaped and paved central plaza along Hollywood Boulevard, which would include access to retail, outdoor dining, and terrace stairs that provide additional gathering space as well as access to a publicly accessible landscaped upper plaza and residential garden walk. Interior common areas would include resident amenities such as a pool, deck, fitness areas, game rooms, lounges and meeting rooms. Additional common area opens spaces would be provided in gardens and terraces throughout the Project Site. The residential townhome buildings could also include rooftop open spaces, privately accessible from within each building.

Figure II-9
Conceptual Rendering

Source: Officeuntitled, 2023.

Figure II-10
Conceptual Rendering

Source: Officeuntitled, 2023.

Ground Level Landscape Plan

Podium Landscape Plan - Level 2

Podium Landscape Plan - Level 3

Podium Landscape Plan - Upper Terraces

Figure II-11
Conceptual Landscape Plan

Source: Officeuntitled, 2023.

The LAMC requires the Project to provide one tree for every four residential units; as such, the Project would be required to provide 88 trees. The Project would include 88 on-site trees, in compliance with this requirement.

d. Access, Circulation, and Parking

Pedestrian access to the Project Site would be provided at several access points around the perimeter of the Project Site, including along Hollywood Boulevard, and Carlton Way. Bicycle access would be provided via the pedestrian access points and three driveways along Hollywood Boulevard. Vehicular access to the Project Site would be provided from three driveways along Hollywood Boulevard. Access for trash pickup and other freight vehicles would be provided via a loading dock entry off of Hollywood Boulevard, adjacent to the Project Site's eastern boundary. The proposed three driveways are as follows:

- **West Driveway:** The Project proposes a 36-foot wide full access intersection-style driveway with traffic signal to service the office and commercial uses of the Project.

- **Middle Driveway:** The Project proposes a 30-foot wide full access-in/right-out only driveway to serve the residential uses. It would connect to the resident pick-up/drop-off zone and subterranean parking. The middle driveway would also provide access for inbound trucks, which would connect to on-site loading zones.

- **East Driveway:** The Project proposes a right-out only driveway that would serve truck egress. Passenger vehicles would not use this driveway.

As previously discussed above, the Project is not required to provide parking as it is a mixed-use project with residential and commercial uses and meets the requirements of AB 2097. Nonetheless, the Project would voluntarily provide 894 vehicle parking spaces. Vehicle parking would be provided in a three-level subterranean parking garage located entirely underneath the Hollywood Lot, which would be partially below grade and partially above grade within the proposed podium. Two levels of the subterranean parking garage would occupy the entirety of the Hollywood Lot while the third (deepest) level would occupy only the eastern half of the Hollywood Lot. The Project would comply with City and 2022 CALGreen electric vehicle (EV) charging requirements, which includes the provision of at least 40 percent of overall residential parking spaces provided on the Project Site that are capable of supporting future electric vehicle supply equipment (EVSE) with 10 percent of the overall residential parking spaces equipped with EV chargers and 30 percent of overall non-residential parking spaces provided on the Project Site that are capable of supporting future EVSE and 20 percent of the overall non-residential spaces equipped with EV chargers. Additionally, the Project would include 63 short-term and 202 long-term bicycle parking spaces in accordance with LAMC Section 12.21 A.16(a)(2). Short-term bicycle parking

spaces would be provided on the ground level and long-term bicycle parking spaces would be provided within the subterranean parking garage. Locker rooms and showers would also be provided beside the long-term bicycle parking area and bike racks would be provided on all frontages of the Project Site.

e. City Improvements along Hollywood Boulevard

In August 2023, the Los Angeles Department of Transportation (LADOT) launched the Hollywood Boulevard Safety and Mobility Project to improve traffic safety and accessibility on Hollywood Boulevard between Gower Street and the intersection of Sunset Boulevard and Fountain Avenue. At the same time, Council District 13 and the Bureau of Engineering are leading a separate but related effort to implement protected bike lanes and other streetscape improvements on Hollywood Boulevard between La Brea Avenue and Gower Street, which was announced as the Access to Hollywood Project in March 2024.

The latest conceptual design of the Hollywood Boulevard Safety and Mobility Project is to install a protected bike lane in each direction on Hollywood Boulevard between Gower Street and the intersection of Sunset Boulevard and Fountain Avenue. Additionally, it proposes to reduce the number of travel lanes from two to one in each direction along the majority of Hollywood Boulevard, except for the stretch between Bronson Avenue and Van Ness Avenue, where two lanes will be retained in each direction. The transition from two lanes to one will begin west of Bronson Avenue and merge into one lane in each direction in front of the Project Site. Phase I of the Hollywood Boulevard Safety and Mobility Project was implemented in July 2024, which included installation of a protected bike lane in each direction, maintained two travel lanes in the westbound direction, converted the eastbound direction to one travel lane, and installed on-street parking.

The Access to Hollywood Project is a revision to the Hollywood Walk of Fame Master Plan. Phase I of this project, announced as the Metro Active Transportation Program Quick-Build, involves the continuation of the protected bike lane from Gower Street west to Orange Drive. It will also introduce a bus lane and expand sidewalks in some areas. This improvement project will provide one travel lane and one bus lane in each direction with a center two-way left-turn lane and protected bicycle lanes on Hollywood Boulevard between Gower Street and Orange Drive. In some segments, there will be a joint bus and bike lane.

To accommodate the protected bike lanes and modified lanes proposed by the Hollywood Boulevard Safety and Mobility Project and the Metro Active Transportation Program Quick-Build projects and provide improved access to the Project Site, the Project proposes the following along Hollywood Boulevard between Gower Street and Bronson Avenue:

- Maintain the City's proposed protected bike lanes in each direction.
- Move the existing mid-block pedestrian crossing to the west side of the Project's West Driveway and provide a full signal for pedestrian crossing and vehicular traffic. Both of the existing curb bulb-outs would be removed.
- Adding a second mid-block pedestrian crossing with a signal at about 530 feet west of Bronson Avenue.
- Retaining the on-street parking on the south side of Hollywood Boulevard.
- Restriping Hollywood Boulevard to provide two left-turn pockets at the proposed Project driveways and short sections of a two-way left turn lane. Left-turn ingress would be permitted from left-turn pockets into the Project Site at both the West Driveway and the Middle Driveway. Left-turn egress from the Project Site would be permitted at the signalized West Driveway only.

f. Lighting and Signage

Proposed lighting would include shielded low to medium output exterior lights adjacent to buildings and along pathways for security and wayfinding purposes. In addition, shielded low to medium output lighting to accent signage, architectural features, murals, and landscaping elements would be incorporated throughout the Project Site. All exterior lights, including lights on rooftops, would be directed onto the Project Site and designed to minimize light trespass from the Project Site. New sources of artificial lighting that would be introduced by the Project would also include interior lighting and automobile headlights. The Project would not include electronic signage or signs with flashing, mechanical, or strobe lights. All Project lighting would comply with applicable LAMC lighting standards.

Project signage would include a central identity sign and various general wayfinding and retail signs typically associated with a mixed-use project. All proposed on-site signage would fit within the permitted area per each sign type, the combined area of all signs, and the permitted sign location pursuant to the LAMC and the Hollywood Signage Supplemental Use District, as applicable.

g. Site Security

The Project would include numerous security features, including a closed circuit camera system and keycard entry for the residential and office buildings and the residential and office parking areas, and on-site security personnel. The Project would also be designed such that entrances to, and exits from buildings, open spaces around buildings, and pedestrian walkways would be open and in view of surrounding buildings. In addition, buildings and walkways would be properly lit in order to provide for pedestrian orientation

and clearly identify a secure route between parking areas and points of entry into buildings. Parking areas would also be sufficiently lit to maximize visibility and reduce areas of concealment.

h. Sustainability Features

The Project would be designed and constructed to incorporate environmentally sustainable building features equivalent to certification under the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED®) Rating System for new construction, and environmentally sustainable building features and construction protocols required by the Los Angeles Green Building Code and CALGreen Code. These standards would reduce energy and water usage and waste and, thereby, potentially reduce associated greenhouse gas emissions and help minimize the impact on natural resources and infrastructure. The Project would incorporate sustainability features for alternative, low-carbon modes of transportation, such as a protected bicycle storage facility and electric vehicle charging infrastructure. The Project would also incorporate water conservation features through low-water use plant selections and ultra-low flow indoor water fixtures. Additionally, the Project would include exterior and interior lighting that would meet the requirements of the California Energy Commission Building Energy Efficiency Standards—Title 24, version 2022 and the National Electrical Code. The Project would also comply with City Ordinance No. 187,714, which requires all newly constructed buildings to be all electric (with exceptions provided for commercial restaurants, laboratory, and research and development uses).[4]

In accordance with CALGreen requirements, the Project would also ensure that at least 10 percent of the total roof area of the new buildings would be solar-ready. Specifically, the Project would provide a 500 kW photovoltaic system. Furthermore, as noted above the Project would provide parking spaces prewired to support future EVCS as well as parking spaces equipped with EVCS. The Project would comply with City and 2022 CALGreen EV charging requirements, which includes the provision of at least 40 percent of overall residential parking spaces provided on the Project Site that are capable of supporting future EVSE with 10 percent of the overall residential parking spaces equipped with EV chargers and 30 percent of overall non-residential parking spaces provided on the Project Site that

[4] *In December 2022, the City approved Ordinance No. 187,714, which amends Divisions 2, 4, and 5 of Article 9 of Chapter IX of the LAMC to require all new buildings to be all-electric buildings with exceptions. The ordinance is applicable to new buildings in which an application for a building permit was submitted after June 1, 2023.*

are capable of supporting future EVSE and 20 percent of the overall non-residential spaces equipped with EV chargers.

i. Anticipated Construction Schedule

Construction of the Project would commence with demolition of the existing structures and surface parking areas. This phase would be followed by grading and excavation for the subterranean parking, which would extend to a depth of 40 feet below ground surface. The building foundations would then be laid, followed by building construction, paving/concrete installation, and landscape installation. Project construction is anticipated to commence in 2026 and be completed in 2029. It is estimated that approximately 210,000 cubic yards of export would be hauled from the Project Site.

5. Requested Permits and Approvals

The list below includes the anticipated requests for approval of the Project. The Environmental Impact Report will analyze impacts associated with the Project and will provide environmental review sufficient for all necessary entitlements and public agency actions associated with the Project. The discretionary entitlements, reviews, permits and approvals required to implement the Project include, but are not necessarily limited to, the following:

- Pursuant to LAMC Section 12.22 A.25, Density Bonus Compliance Review for a project totaling 350 dwelling units, including 44 dwelling units reserved for Very Low Income households, with the following two On-Menu Incentives: (1) an increase in FAR on the Hollywood Lot from 1.5:1 to 3:1 and on the Carlton Lot from 3:1 to 4.05:1, and (2) averaging of FAR, density, parking, open space, vehicle parking across the entire property.

- Pursuant to LAMC Section 12.24 W.1, Conditional Use Permit to allow the sale and dispensing of a full line of alcoholic beverages for on-site consumption in conjunction with a restaurant in the C4-1-SN Zone.

- Pursuant to LAMC Section 16.05, Site Plan Review to allow for a development which creates more than 50 dwelling units and over 50,000 square feet of commercial floor area.

- Pursuant to LAMC Section 17.15, a Vesting Tentative Tract Map for the merger and resubdivision of the subject property into one ground lot and nine airspace lots.

- Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, a haul route, temporary street closure

permits, grading permits, excavation permits, foundation permits, building permits, and sign permits.