CITY OF LOS ANGELES
DEPARTMENT OF CITY PLANNING
CITY HALL 200 NORTH SPRING STREET LOS ANGELES CA 90012

Categorical Exemption

4773 Hollywood Boulevard Project

Environmental Case Number: ENV-2024-4115-CE
Related Case Number: CPC-2024-4114-CU3-DB-SPPC-PR-VHCA

Project Location: 4773 Hollywood Boulevard, Los Angeles, CA 90027

Community Plan Area: Hollywood

Council District: 13 – Soto-Martinez

Project Description: The Project Site comprises a total of approximately 0.654-acre (28,472 square feet) vacant infill site within a 0.716-acre property, located at 4773 Hollywood Boulevard in the Hollywood Community Plan Area of the City of Los Angeles as shown in Figure 1, Regional Location Map. The site fronts on Hollywood Boulevard on the south, N. Berendo Street to the west, an adjacent property with multifamily residences to the north, and an adjacent property with a church to the east. The Project vicinity is shown on Figure 2, Vicinity Map. Land use and zoning designations in the area are shown on Figure 3, Land Use and Zoning Designations. The proposed Project consists of the construction, use, and maintenance of an 93,286-square foot mixed-use multi-family residential development, consisting of 2,596 square feet of ground floor commercial uses and 86 apartment dwelling units with 93,286 square feet of floor area. As shown on the Project plan set, the proposed Project consists of a six-story building with an additional subterranean parking floor, constructed to a maximum height of 69 feet to the top of the parapet (exclusive of the mechanical equipment and elevator and stair shafts). The Project includes 93 automobile parking spaces and a minimum of 57 bicycle parking spaces enclosed within the subterranean floor and the ground floor. The Project will require the export of approximately 20,000 cubic yards of soil.

Discretionary entitlements, reviews, permits and approvals required to implement the Project would include, but are not necessarily limited to, the following:

A. Pursuant to Chapter 1 of the Los Angeles Municipal Code (LAMC) Section 12.24.U.26, a Class 3 Conditional Use Permit for a housing development project in which the density increase is greater than otherwise permitted by LAMC Section 12.22.A.25. The Project seeks a density bonus increase of 42.5 percent to permit 86 residential units with 9 Very-Low Income restricted affordable units.

B. Pursuant to Chapter 1 of the LAMC Section 12.22.A.25(g)(3), a Density Bonus to permit a housing development project consisting of 86 dwelling units, of which nine (9) units will be set aside for Very Low-Income households, and requesting the following Off-Menu Incentives and Waiver of Development Standards:

    i. An On-menu incentive to average the floor area, density, open space, and parking over the project site, and to permit vehicular access from a less restrictive zone to a more restrictive zone;

Categorical Exemption

ii. An Off-Menu Incentive to permit a 19-foot height increase to permit a maximum building height of 69 feet in lieu of 50 feet otherwise allowed in Section 8.B of the SNAP within Subarea A;

iii. An Off-Menu Incentive to permit a 31-foot, 6-inch height increase to permit a maximum building height of 69 feet in lieu of a maximum height of 37 feet and 6 inches otherwise allowed in Section 7.D of the SNAP within Subarea B;

iv. A Waiver of Development Standard to permit a 78.5 percent floor area increase to the 2:1 FAR permitted in the Subarea B and to permit a 19 percent floor area increase to the 3:1 FAR in the RD1.5-1XL Zone to allow a 3.57 FAR;

v. A Waiver of Development Standard to waive the transitional height limits otherwise required in Section 8.C of the SNAP to allow an overall height of 69 feet;

v. A Waiver of Development Standard to permit a 0 foot easterly side yard on the ground floor in the RD1.5 zoned portion of the Site in lieu of 9 feet otherwise required along the easterly property line.

C. Pursuant to Chapter 1A, LAMC Section 13.B.4.2, a Specific Plan Project Compliance to allow the construction, use and maintenance of a new 6-story, 86-unit mixed-use building with approximately 2,596 square feet of commercial floor area within Subarea A (Neighborhood Conservation) and Subarea B (Mixed Use Boulevards) of the Vermont/Western SNAP Specific Plan.

D. Pursuant to Chapter 1A, LAMC Section 13.B.2.4, a Project Review for a development project creating 50 or more residential dwelling units.

As required by various sections of the LAMC, the Applicant will obtain the necessary administrative approvals and permits from the Building and Safety Department and other municipal agencies for Project construction actions, including but not limited to the following: demolition, excavation, shoring, grading, foundation, building, street tree removal (if applicable), and tenant improvements.

PREPARED FOR:	**PREPARED BY:**	**APPLICANT:**
The City of Los Angeles Los Angeles City Planning	Envicom Corporation 4165 E. Thousand Oaks Boulevard, Suite 290 Westlake Village, CA 91362	Lazer Properties, Inc. 250 N. Clark Drive Beverly Hills, CA 90212

Table of Contents

Section 1 **Page**

1 Project Description 1-1
- 1 Project Information 1-1
- 2 Regulatory Setting 1-2
- 3 Environmental Setting 1-4
- 4 Proposed Project 1-8

Section 2

2 Environmental Analysis 2-1
- 1 Regulatory Framework 2-1
- 2 Discussion of CCR Section 15332(a): General Plan Consistency 2-3
- 3 Discussion of CCR Section 15332(b): Within City Limits and Less than 5 Acres 2-13
- 4 Discussion of CCR Section 15332(c): No Value for Endangered Species 2-14
- 5 Discussion of CCR Section 15332(d): Traffic 2-15
- 6 Discussion of CCR Section 15332(d): Noise 2-20
- 7 Discussion of CCR Section 15332(d): Air Quality 2-29
- 8 Discussion of CCR Section 15332(d): Water Quality 2-34
- 9 Discussion of CCR Section 15332(e): Public Services and Utilities 2-36
- 10 Guideline 15300.2 Exceptions: (a) Location 2-44
- 11 Guideline 15300.2 Exceptions: (b) Cumulative Impact 2-45
- 12 Guideline 15300.2 Exceptions: (c) Significant Effect 2-53
- 13 Guideline 15300.2 Exceptions: (d) Scenic Highways 2-54
- 14 Guideline 15300.2 Exceptions: (e) Hazardous Waste Sites 2-55
- 15 Guideline 15300.2 Exceptions: (f) Historical Resources 2-56
- 16 Conclusion 2-58

Figures **Page**

Figure 1 Regional Location Map 1-5
Figure 2 Vicinity Map 1-6
Figure 3 Land Use and Zoning Designation 1-7
Figure 4 Site Plan 1-9
Figure 5 1st Floor Plan 1-10
Figure 6 2nd Floor Plan 1-11
Figure 7 3rd Through 5th Floor Plans (Typical) 1-12
Figure 8 6th Floor Plan 1-13
Figure 9 Roof Plan 1-14

Figure 10 South and East Elevation 1-15
Figure 11 West and North Elevations 1-16

Tables **Page**

Table 1 General Plan Consistency Analysis 2-3
Table 2 Hollywood Community Plan 2-11
Table 3 Transportation Consistency 2-15
Table 4 SCAQMD Daily Maximum Emissions Thresholds 2-29
Table 5 Maximum Daily Construction Emissions (pounds/day) 2-30
Table 6 Project Related LST Evaluation 2-31
Table 7 Maximum Daily Operations Emissions (pounds/day) 2-32
Table 8 Student Generation 2-38
Table 9 Project Wastewater Demand 2-40
Table 10 Project Water Demand 2-41
Table 11 Construction Solid Waste Generation 2-42
Table 12 Operational Solid Waste Generation 2-43
Table 13 Related Projects 2-45
Table 14 Cumulative Wastewater Demand 2-50
Table 15 Cumulative Water Demand 2-51
Table 16 Cumulative Operational Solid Waste Generation 2-51

Attachments

A Tree Report, The Tree Resource, August 2024
B SNAP Permit Compliance
C Transportation Assessment, Gibson Transportation Consulting, May 2024
D Approval Letter, LADOT, July 12, 2024
E Noise Impact Analysis, Envicom Corporation, August 2024
F Air Quality Impact Analysis, Envicom Corporation, May 2024
G Utility Documents
H Historical Resource Technical Report, Architectural Resources Group, August 24, 2023
I Viewshed Analysis, KFA Architecture, January 20, 2025

Section 1

Project Description

1 Project Information

Project Title: 4773 Hollywood Boulevard Project

Document Type: Class 32 Categorical Exemption (CE) for new mixed-use in-fill development (the Project)

Environmental No.: ENV-2024-4415-CE

Related Case No.: CPC-2024-4114-CU3-DB-SPPC-PR-VHCA

Project Location: 4773 Hollywood Boulevard, Los Angeles, CA 90027 (Project Site or Site)

Lead Agency: City of Los Angeles, Los Angeles City Planning
200 N. Spring Street, Room 621, Los Angeles, CA 90012
Danalynn Dominguez, City Planner
(213) 978-1340, danalynn.dominguez@lacity.org

Applicant: Lazer Properties, Inc.
250 N. Clark Drive, Beverly Hills, CA 90212

Prepared By: Envicom Corporation
4165 E. Thousand Oaks Boulevard, Suite 290
Westlake Village, CA 91362
Dan Kaufman, Project Manager
(818) 879-4700, dkaufman@envicomcorporation.com

2 Regulatory Setting

California Environmental Quality Act (CEQA) Guidelines, Article 19 (Categorical Exemptions):

15300. CATEGORICAL EXEMPTIONS

Section 21084 of the Public Resources Code requires these Guidelines to include a list of classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA.

In response to that mandate, the Secretary for Resources has found that the following classes of projects listed in this article do not have a significant effect on the environment, and they are declared to be categorically exempt from the requirement for the preparation of environmental documents.

15300.2. EXCEPTIONS

(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

(b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

(c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

(d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

(e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

(f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

15332. IN-FILL DEVELOPMENT PROJECTS

Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section.

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

(c) The project site has no value as habitat for endangered, rare, or threatened species.

(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

(e) The site can be adequately served by all required utilities and public services.

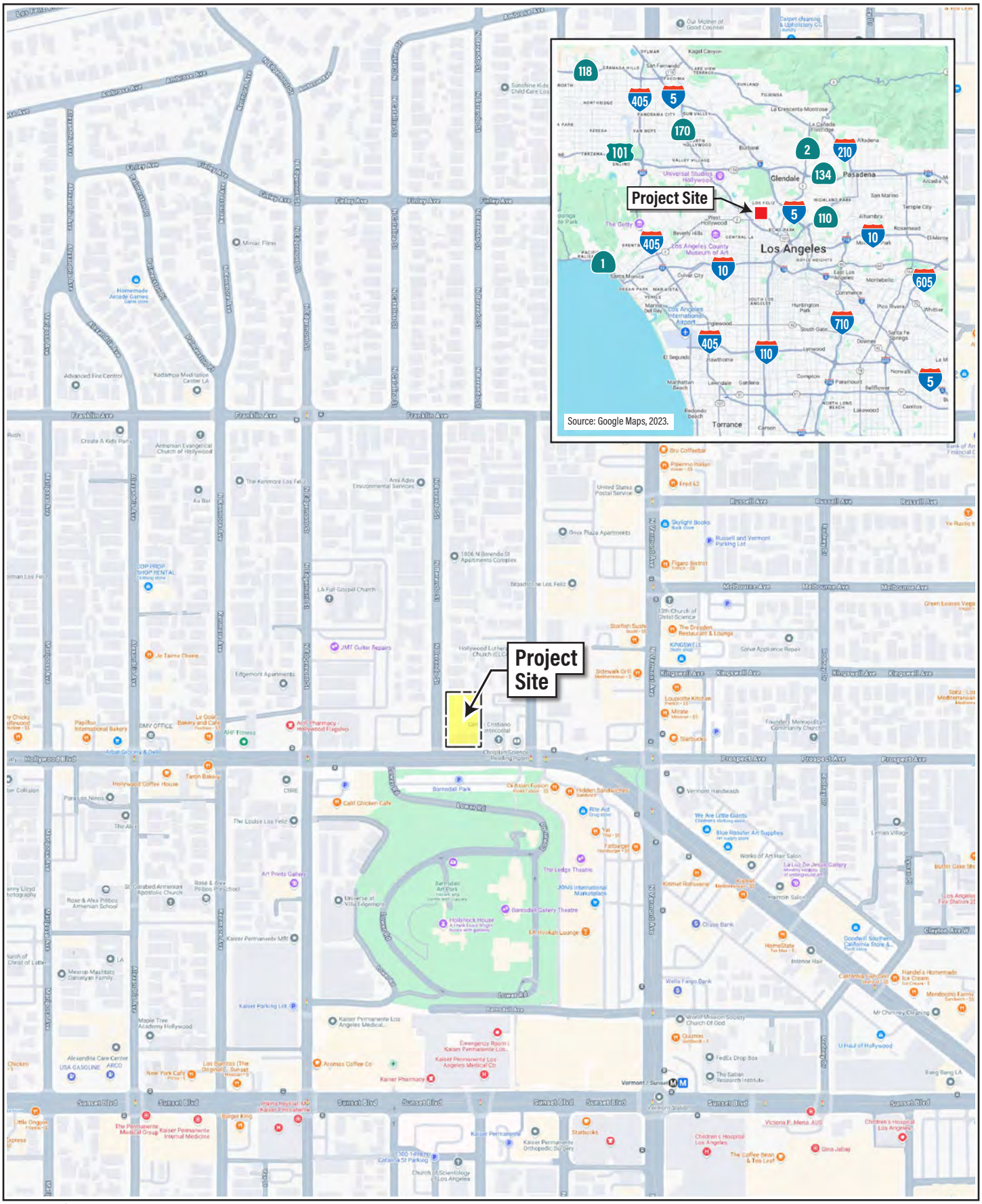
3 Environmental Setting

3.1 Project Location

The Project Site comprises a total of approximately 0.654-acre (28,472 square feet) vacant infill site within a 0.716-acre property, located at 4773 Hollywood Boulevard in the Hollywood Community Plan Area of the City of Los Angeles as shown in **Figure 1, Regional Location Map**. The site fronts on Hollywood Boulevard on the south, N. Berendo Street to the west, an adjacent property with multifamily residences to the north, and an adjacent property with a church to the east. The Project vicinity is shown on **Figure 2, Vicinity Map**.

3.2 Surrounding Land Uses

Surrounding land uses consist of a church to the east and a library/bookstore, N. New Hampshire Avenue, and an elementary school further to the east; Hollywood Boulevard and Barnsdall Art Park to the south; N. Berendo Street, multi-family residential uses, and a parking lot associated with an office building to the west; and multi-family and single-family residential uses to the north. Land use and zoning designations in the area are shown on **Figure 3, Land Use and Zoning Designations.**

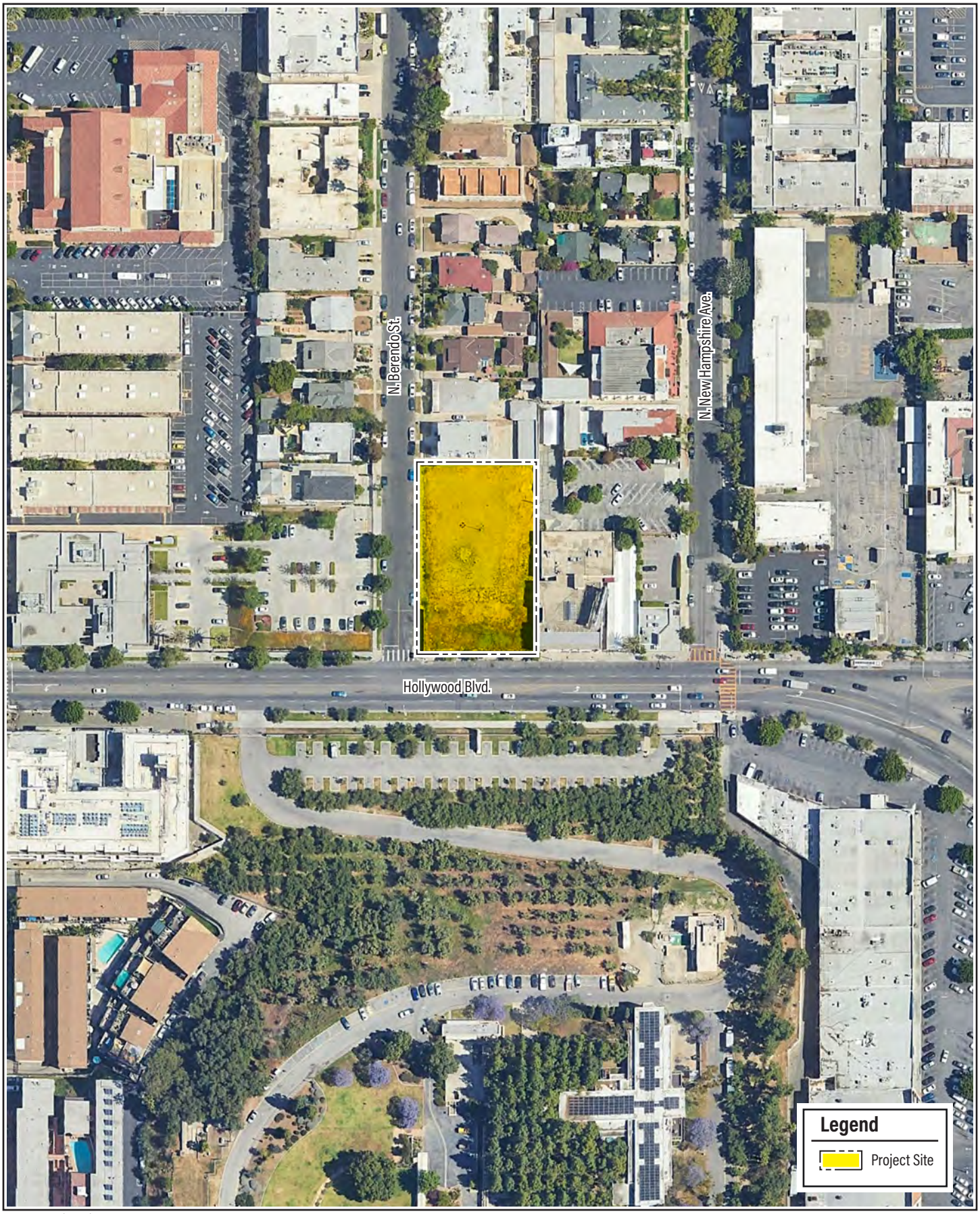


Source: Google Maps, 2024.

Regional Location Map

FEET 0 250 500

FIGURE 1



Source: Google Earth Pro, May 8, 2022.

envicom

Vicinity Map

FEET 0 75 150

FIGURE 2



Source: Google Earth Pro, May 8, 2022. Los Angeles Department of City Planning Information and Zoning map access system (Zimas), Acessed, Dec. 22, 2023.

Land Use and Zoning Designations

FEET 0 125 250

FIGURE 3

4 Proposed Project

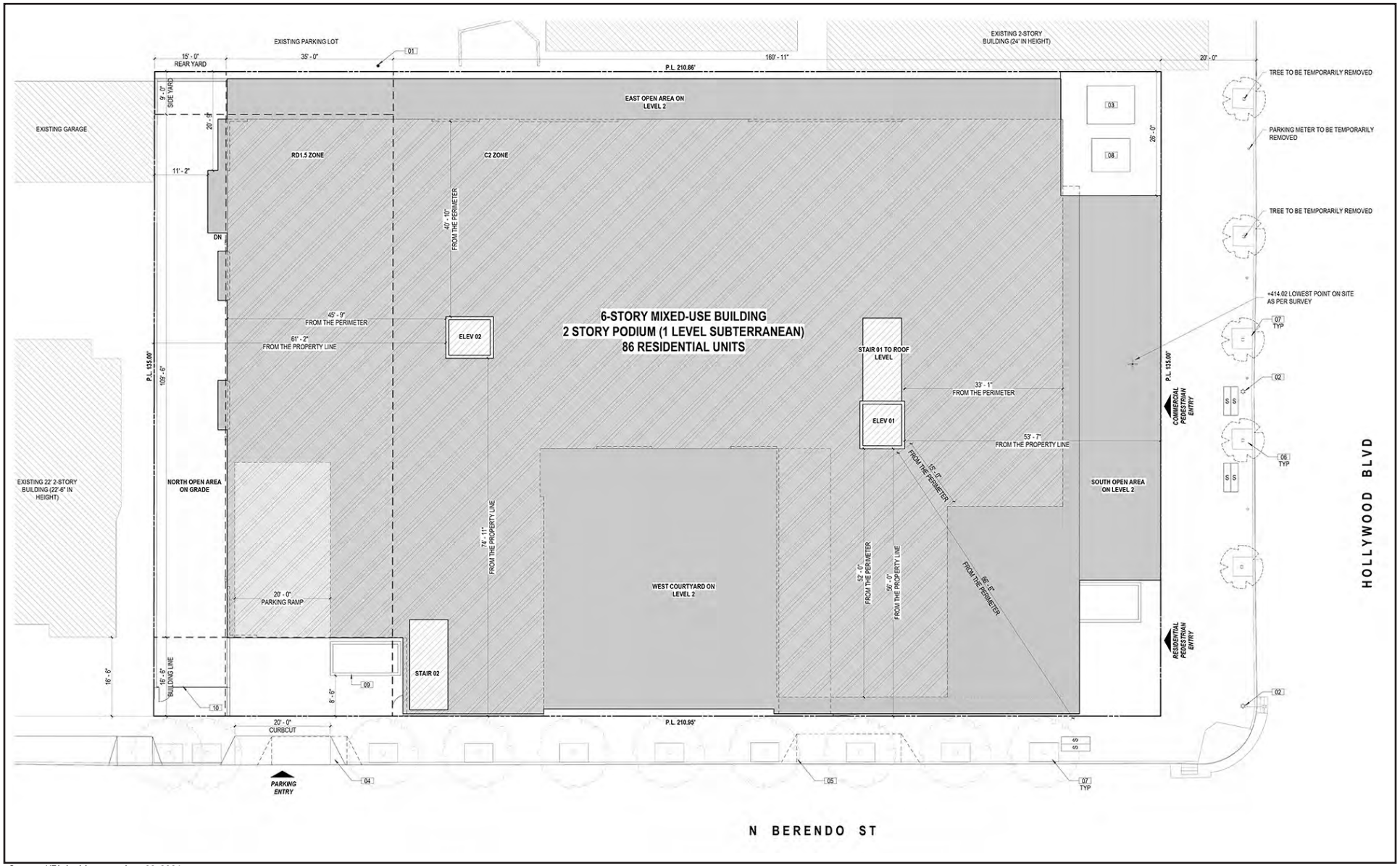
4.1 Project Overview

The proposed Project consists of the construction, operation, and maintenance of an 93,286-square foot mixed-use multi-family residential development, consisting of 2,596 square feet of ground floor commercial uses and 86 apartment dwelling units with 93,286 square feet of floor area. As shown on the Project plan set,[1] the proposed Project consists of a six-story building with an additional subterranean parking floor, constructed to a maximum height of 69 feet to the top of the parapet (exclusive of the mechanical equipment and elevator and stair shafts). The Project includes 93 automobile parking spaces and a minimum of 57 bicycle parking spaces enclosed within the subterranean floor and the ground floor. The Project site plan is included in **Figure 4,** Site Plan and representative floor plans are shown on **Figure 5, 1st Floor Plan, Figure 6, 2nd Floor Plan, Figure 7, 3rd Through 5th Floor Plans (Typical), Figure 8, 6th Floor Plan, and Figure 9, Roof Plan.** Elevations are shown on **Figure 10, East and South Elevations and Figure 11, West and North Elevations.**

The Project commercial use will be located on the ground floor, along the Hollywood Boulevard frontage. The Project will also provide a residential lobby on the ground floor and amenity space on the second floor and sixth floor. Courtyard areas would be located on the second and sixth floor, including a spa on the second floor. The Project would include 11 studio units, 63 one-bedroom units, and 12 two-bedroom units. Of these units, 9 would qualify as Restricted Affordable Housing units for qualifying Very Low Income Households. Pedestrian access would be from two separate entrances on Hollywood Boulevard, one accessing the residential lobby and the other leading to the parking spaces and commercial space. Vehicular access would be from an existing driveway on N. Berendo Street. The trash and recycling enclosure would be located on the ground floor within the building. The Project would include 10,086 square feet of open space, 1,113 square feet of which would be landscaped. There are no existing on-site trees. As discussed in the Project Tree Report included as **Attachment A**, there are four existing Podocarpus (*Podocarpus henkelii*) street trees along the Project's Hollywood Boulevard frontage.[2] Two of these street trees would be removed due to LADWP requirements for staging area clearance during installation of an electric transformer and the other two would remain in place. The City may require 2:1 replacement, resulting in a requirement to replace the two trees to be removed with four trees. There are no existing street trees along the Project's N. Berendo Street frontage. Subject to review and approval by Urban Forestry for compliance with tree placement and spacing requirements, the Project proposes to plant ten (10) new street trees along N. Berendo Street and three new street trees on Hollywood Boulevard. Combined with the two street trees that would remain in place along Hollywood Boulevard, the Project would result in 15 total street trees along the Project's frontages, a net increase of 11 street trees above the existing four street trees. In addition, the Project proposes 14 ground level on-site trees, a net increase of 14 above the existing zero on-site trees. The result would be a total of 23 trees within the Project Site and adjacent streets, with a total net increase of 19 trees.

[1] KFA Architects, 4773 Hollywood: Entitlement, August 24, 2024.

[2] The Tree Resource, Tree Report, 4773 Hollywood Boulevard, August 2024.



Source: KFA Architecture, Aug. 23, 2024.

Site Plan

FIGURE 4



Source: KFA Architecture, Aug. 23, 2024.

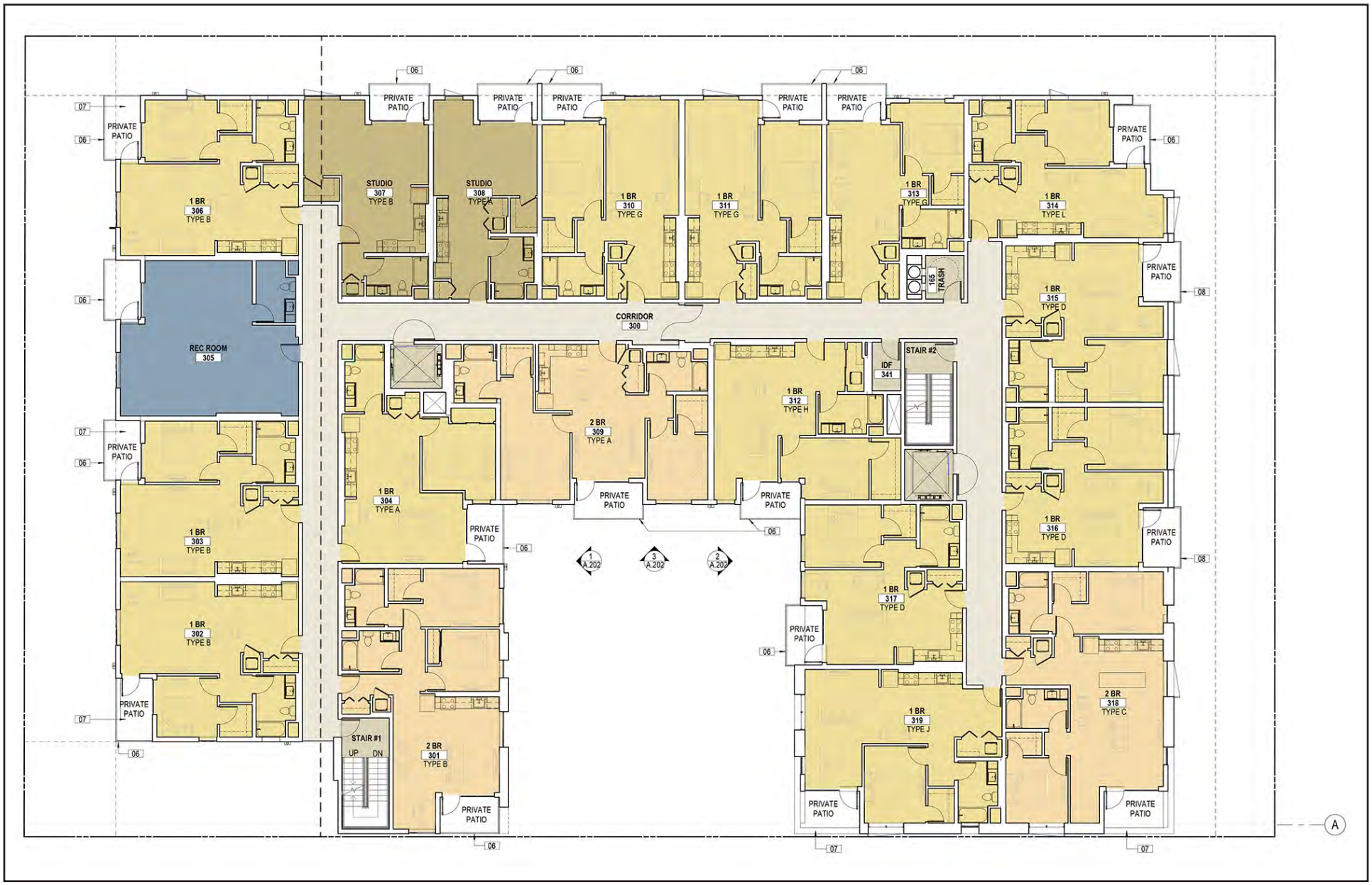
1st Floor Plan

FIGURE 5



Source: KFA Architecture, Aug. 23, 2024.

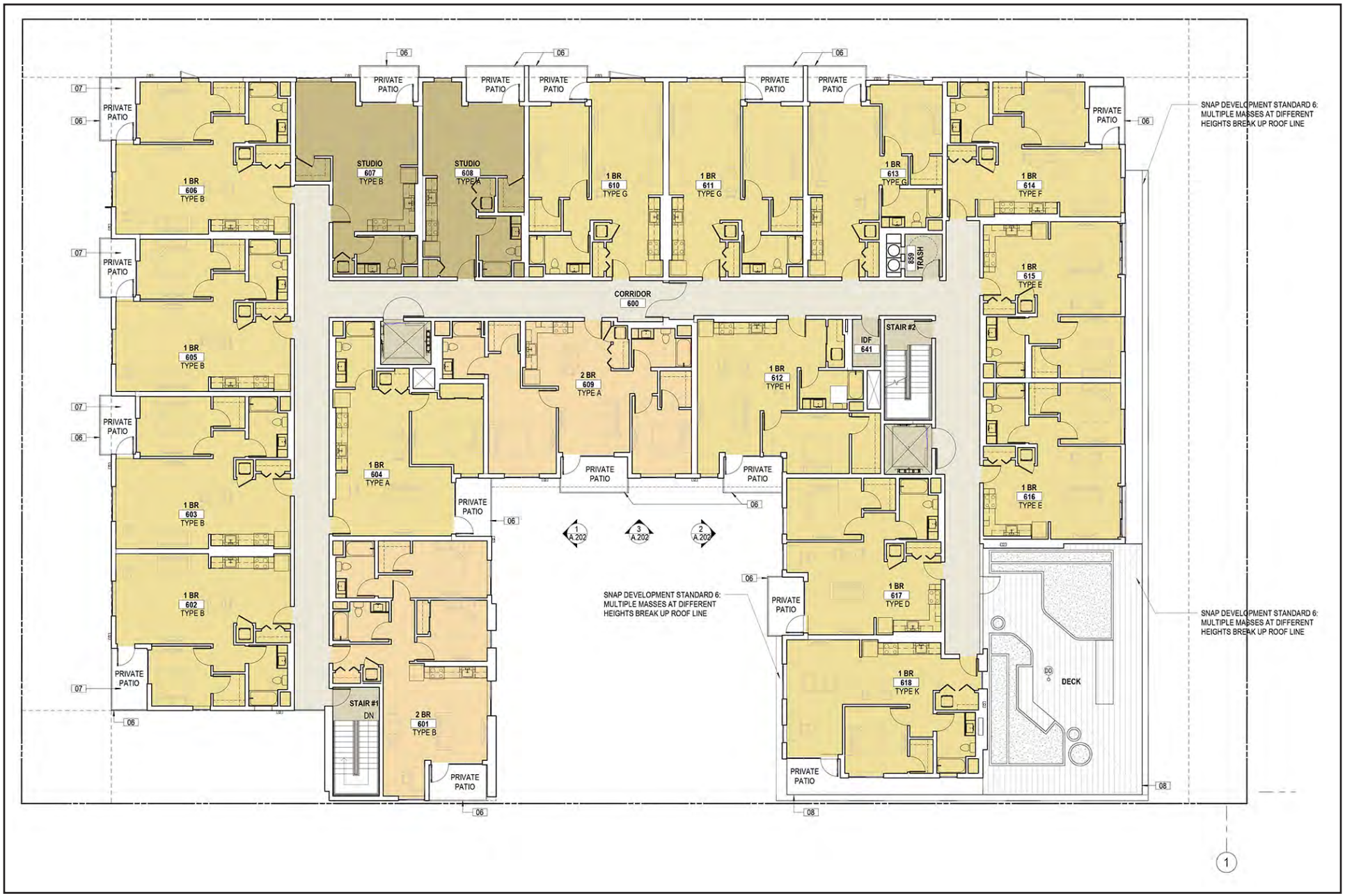
2nd Floor Plan



Source: KFA Architecture, Aug. 23, 2024.

3rd Through 5th Floor Plans (Typical)

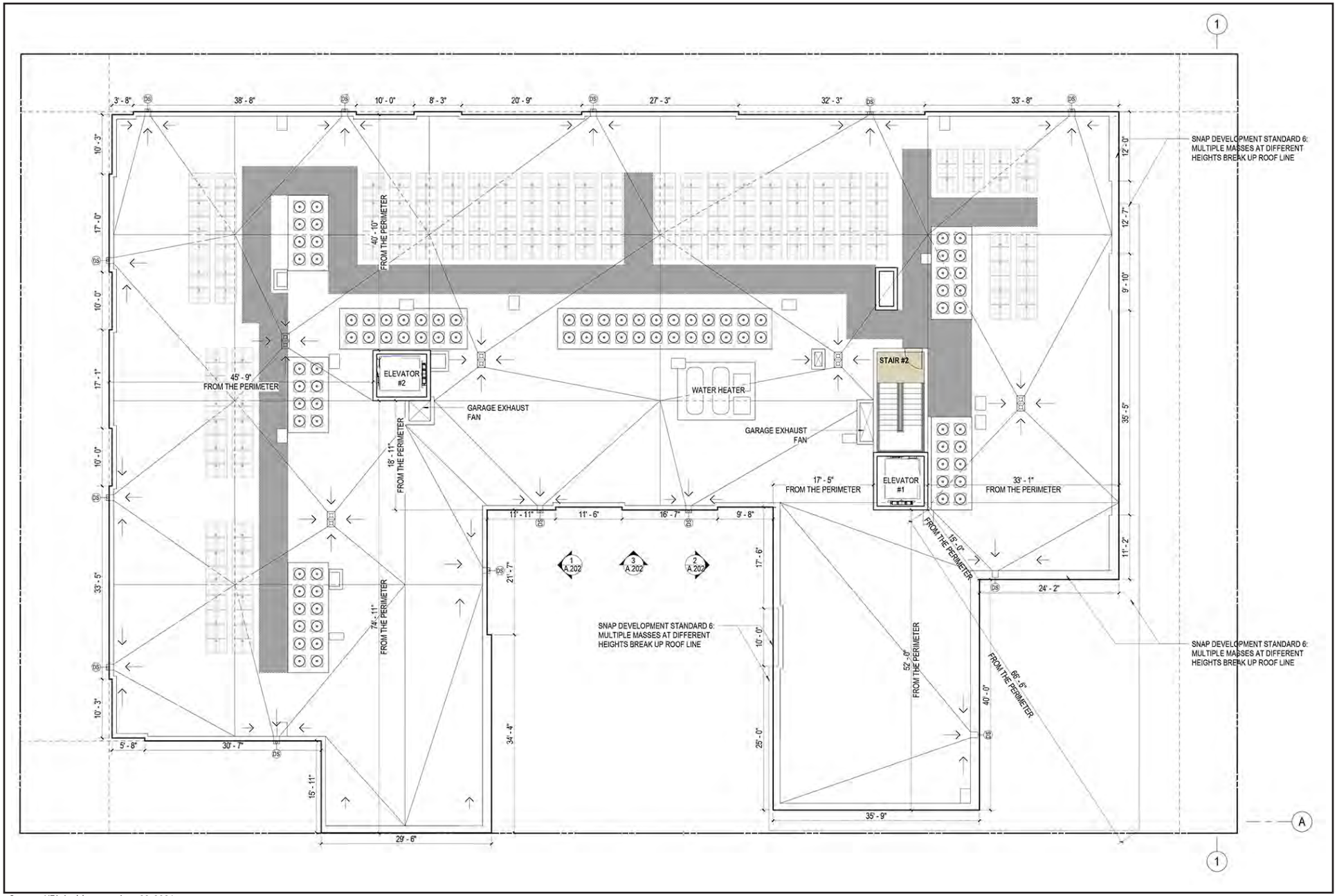
FIGURE 7



Source: KFA Architecture, Aug. 23, 2024.

6th Floor Plan

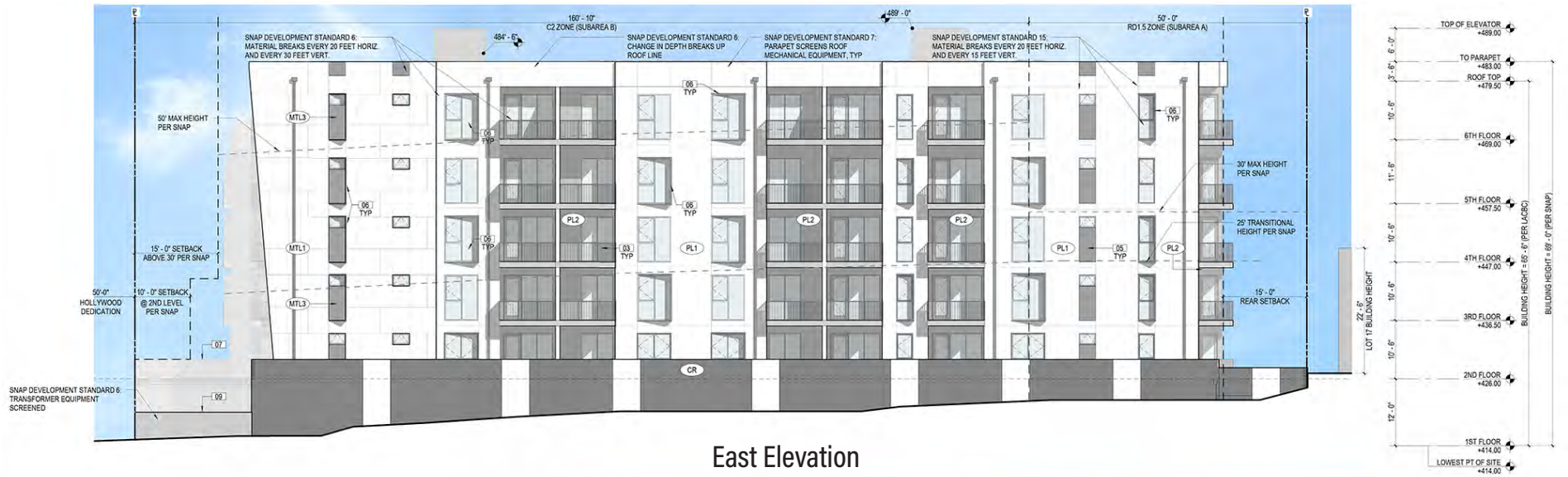
FIGURE 8



Source: KFA Architecture, Aug. 23, 2024.

Roof Plan

FIGURE 9



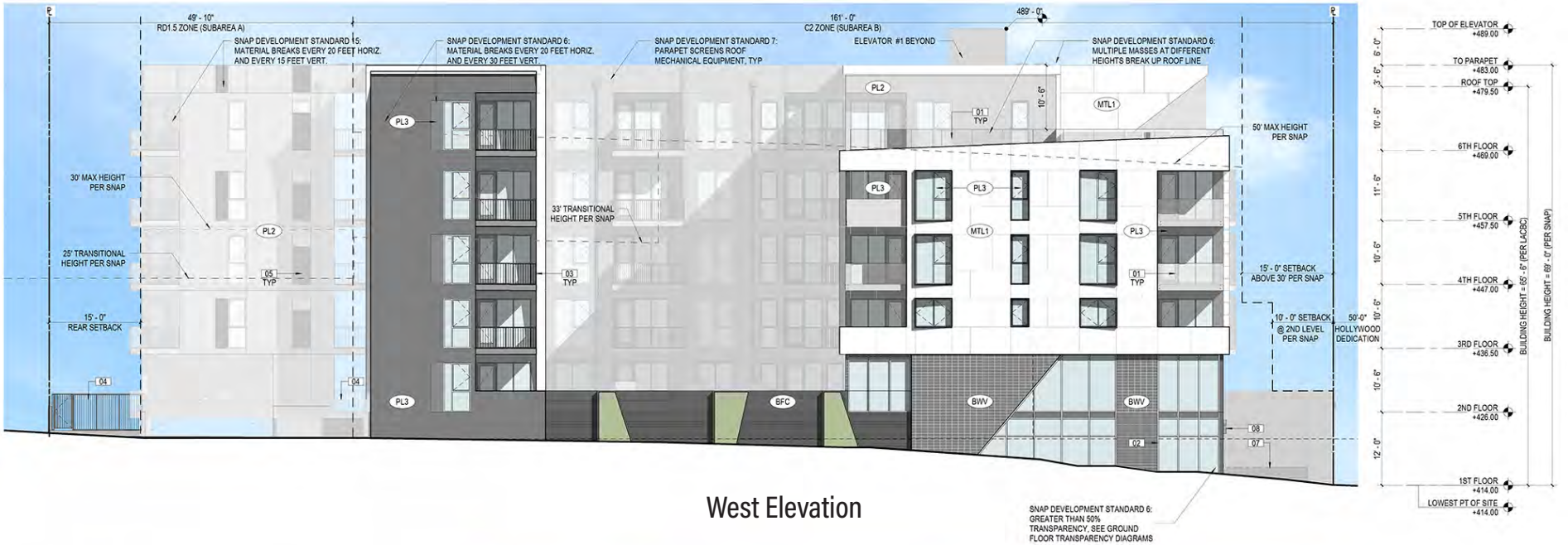
East Elevation



South Elevation

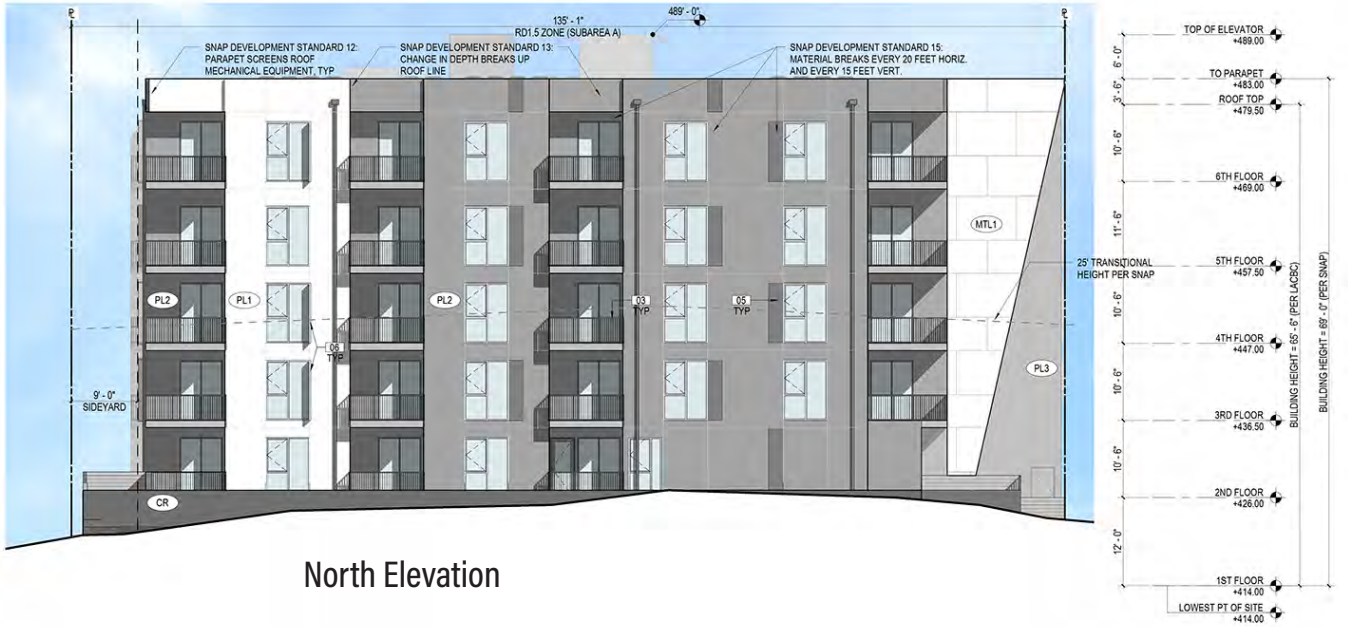
Source: KFA Architecture, Aug. 23, 2024.

East and South Elevations



West Elevation

SNAP DEVELOPMENT STANDARD 6: GREATER THAN 50% TRANSPARENCY, SEE GROUND FLOOR TRANSPARENCY DIAGRAMS



North Elevation

Source: KFA Architecture, Aug. 23, 2024.

The Project grading would require approximately 20,000 cubic yards of soil export hauling, including a 15 percent buffer for unanticipated grading. The proposed haul route from the Project Site to the landfill located at 1209 West Gladstone Street in Azusa would use Vermont Avenue to Los Feliz Boulevard to I-5 North to CA-134 East to I-210 East and take Exit 38 to the landfill. The trip length would be approximately 26.7 miles.

The construction program is estimated to last approximately 15-24 months. It is projected that construction could begin in the first quarter of 2025 and the Project could be operational as early as the second quarter of 2026, based on a conservatively short estimate of the Project construction schedule.

4.2 Discretionary Requests

The Project will require the following entitlements:

1. Pursuant to Chapter 1 of the Los Angeles Municipal Code (LAMC) Section 12.24.U.26, a Class 3 Conditional Use Permit for a housing development project in which the density increase is greater than otherwise permitted by LAMC Section 12.22.A.25. The Project seeks a density bonus increase of 42.5 percent to permit 86 residential units with 9 Very-Low Income restricted affordable units.

2. Pursuant to Chapter 1 of the LAMC Section 12.22.A.25(g)(3), a Density Bonus to permit a housing development project consisting of 86 dwelling units, of which nine (9) units will be set aside for Very Low-Income households, and requesting the following Off-Menu Incentives and Waiver of Development Standards:

    A. An On-Menu incentive to average the floor area, density, open space, and parking over the project site, and to permit vehicular access from a less restrictive zone to a more restrictive zone;

    B. An Off-Menu Incentive to permit a 19-foot height increase to permit a maximum building height of 69 feet in lieu of 50 feet otherwise allowed in Section 8.B of the SNAP within Subarea A;

    C. An Off-Menu Incentive to permit a 31-foot, 6-inch height increase to permit a maximum building height of 69 feet in lieu of a maximum height of 37 feet and 6 inches otherwise allowed in Section 7.D of the SNAP within Subarea B;

    D. A Waiver of Development Standard to permit a 78.5 percent floor area increase to the 2:1 FAR permitted in Subarea B and to permit a 19 percent floor area increase to the 3:1 FAR permitted in the RD1.5-XL zone to allow a 3.57: FAR ;

    E. A Waiver of Development Standard to waive the transitional height limits otherwise required in Section 8.C of the SNAP to allow an overall height of 69 feet;

F. A Waiver of Development Standard to permit a 0-foot easterly side yard on the ground floor in the RD1.5 zoned portion of the Site in lieu of 9 feet otherwise required along the easterly property line.

G. Pursuant to Chapter 1A, LAMC Section 13.B.4.2, a Specific Plan Project Compliance to allow the construction, use and maintenance of a new 6-story, 86-unit mixed-use building with approximately 2,596 square feet of commercial floor area within Subarea A (Neighborhood Conservation) and Subarea B (Mixed Use Boulevards) of the Vermont/Western SNAP Specific Plan.

3. Pursuant to Chapter 1A, LAMC Section 13.B.2.4, a Project Review for a development project creating 50 or more residential dwelling units.

Section 2

Environmental Analysis

1 Regulatory Framework

Title 14 of the California Code of Regulations, Chapter 3 (Guidelines for Implementation of the California Environmental Quality Act (CEQA), Article 19 (Categorical Exemptions), Section 15300 (Categorical Exemptions) includes a list of classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA.

For the reasons discussed in detail later in this document, the Project is categorically exempt from CEQA under the Class 32 exemption, as set forth in Section 15332, Article 19, Chapter 3, Title 14 of the California Code of Regulations (CCR). The Class 32 exemption promotes infill development within urbanized areas by exempting environmentally benign urban in-fill projects that are consistent with the local general plan and zoning requirements and can be served with existing utilities and public services. The Class 32 exemption does not apply to projects that would result in significant traffic, noise, air quality, or water quality impacts. Application of this exemption, as with all categorical exemptions, is limited by the regulatory exceptions identified in Section 15300.2, listed below.

Section 15332. In-Fill Development Projects.

> *Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section.*
>
> *(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.*
>
> *(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.*
>
> *(c) The project site has no value as habitat for endangered, rare or threatened species.*
>
> *(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.*
>
> *(e) The site can be adequately served by all required utilities and public services.*

Section 15300.2. Exceptions

> *(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located - a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply [to] all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.*

(b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

(c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

(d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

(e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

(f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

2 Discussion of CCR Section 15332(a): General Plan Consistency

The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

The Project Site is located within the Hollywood Community Plan Area of the City on a 0.654-acre site (28,472 square feet of lot area). The site includes two parcels zoned C2-1D (Commercial Zone) and one parcel zoned RD 1.5-1XL[1] (Residential Zone), allowing one dwelling unit (DU) per 1,500 square feet.[2] The Hollywood Community Plan currently classifies the land use of the site as a Highway Oriented Commercial and Low Medium II Residential (allowing 12-24 DU/acre).[3]

The density bonus and other concessions being requested by the proposed Project are requested as affordable housing incentive requests in accordance with the Density Bonus program. The program encourages construction of affordable housing by providing relief from certain zoning regulations. Density Bonus projects are allowed to select from "on-menu" incentives listed in the State Density Bonus Law or request approval for "off menu" waivers. Projects are also allowed a by-right density increase of up to 35% and a reduction in required parking. The on-menu and off-menu incentives requested for the Project are shown above, in the list of requested entitlements.

2.1 General Plan

Consistency with applicable City General Plan goals, objectives, and policies is evaluated below in **Table 1, General Plan Consistency Analysis**.

Table 1
General Plan Consistency Analysis

Goal, Objectives, Policies	Consistency
Framework Element Land Use Chapter	
Multi-Family Residential	
Goal 3C Multi-family neighborhoods that enhance the quality of life for the City's existing and future residents.	**Consistent.** The Project would build multi-family housing and would expand the existing multi-family neighborhood in which it is located.
Objective 3.4 Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.	**Consistent.** The Project would build multifamily housing and commercial development within the Hollywood Community Plan, and along the primary transit corridor of Hollywood Boulevard and within ½ mile of a major transit stop. The Project would add similar, compatible, land uses to the surrounding mixed-use community.
Objective 3.7 Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and	**Consistent.** The Project would build multi-family housing, expanding the existing adjacent multi-family, mixed-use neighborhood. The Project is within ½ mile of a major transit stop.

1 City of Los Angeles, Zoning Information and Map Access System, Accessed on May 26, 2023 at: http://zimas.lacity.org/.
2 City of Los Angeles, Department of City Planning: Generalized Summary of Zoning Regulations, Updated March 2020.
3 City of Los Angeles, Hollywood community Plan, December 23, 1998.

Goal, Objectives, Policies	Consistency
services and the residents' quality of life can be maintained or improved.	
Policy 3.7.1 Accommodate the development of multi-family residential units in areas designated in the community plans in accordance with Table 3-1 and Zoning Ordinance densities indicated in Table 3-3, with the density permitted for each parcel to be identified in the community plans.	**Consistent.** The Project would develop multi-family residential units on a Project Site located within the Hollywood Community Plan Area of the City on a 0.654-acre site within a 0.716-acre property. The site includes two parcels zoned C2-1D (Commercial Zone) allowing one DU per 400 square feet and one parcel zoned RD 1.5-1XL[4] (Residential Zone), allowing one DU per 1,500 square feet.[5] The Project Site includes 21,726 square feet of C2 zoning, allowing 55 DU and 6,746 square feet of RD 1.5, allowing 5 DU, resulting in an allowable base density of 60 DU for the Project Site. The State Density Bonus Law permits a 35 percent density bonus, resulting in 81 allowable DU. The Project would set aside 9 dwelling units (15 percent of the base density) Very Low-Income households, increasing the density bonus to 42.5 percent, resulting in 86 DU. The Hollywood Community Plan currently classifies the land use of the two southern parcels the site as Highway Oriented Commercial and the northern parcel as Low Medium II Residential (allowing 12-24 DU/acre).[6]
Housing	
Goal 4A An equitable distribution of housing opportunities by type and cost accessible to all residents of the City.	**Consistent.** The Project would set aside 9 dwelling units for Very Low-Income households.
Objective 4.1 Plan the capacity for and develop incentives to encourage production of an adequate supply of housing units of various types within each City subregion to meet the projected housing needs by income level of the future population to the year 2010.	**Consistent.** The Project would build 86 multi-family DU, including 9 dwelling units set aside for Very Low-Income households, supporting adequate supply of housing units of various types.
Objective 4.2 Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.	**Consistent.** The Project would build multi-family housing within ½ mile of a major transit stop. The surrounding land uses include existing multi-story, multi-family buildings. While the Project is taller than these buildings, the rear setback would provide a transition and buffer to the adjacent multi-family buildings.
Objective 4.3 Conserve scale and character of residential neighborhoods.	**Consistent.** The surrounding neighborhood is developed with single- and multi-family residential buildings along with commercial development along Hollywood Boulevard with a range of building heights and architectural styles.

[4] City of Los Angeles, Zoning Information and Map Access System. Accessed on May 26, 2023 at http://zimas.lacity.org/.

[5] City of Los Angeles, Department of City Planning: Generalized Summary of Zoning Regulations, Updated March 2020.

[6] City of Los Angeles, Hollywood Community Plan, December 13, 1998.

Goal, Objectives, Policies	Consistency
Transportation **The goals, objectives, and policies of the Transportation Chapter of the Framework Element are replaced by the Mobility Plan 2035.**	
Policy 1.1 Roadway User Vulnerability Design, plan, and operate streets to prioritize the safety of the most vulnerable roadway user.	**Consistent.** Access to the Project would be provided via one full access driveway off Berendo Street, a designated Local Street. The driveway would accommodate both right-turn and left-turn ingress and egress maneuvers. Pedestrian and bicycle access would be provided separate from the vehicular access via individual residential lobby and commercial entrances along the Project frontage. The Transportation Assessment has determined that the vehicular driveway design would have adequate site distance for vehicles, pedestrians, and bicycles, and that no design hazards would result from the Project.
Policy 1.2 Complete Streets Implement a balanced transportation system on all streets, tunnels, and bridges using complete streets principles to ensure the safety and mobility of all users.	**Consistent.** The Project would conform to all design element requirements which may affect public rights-of-way, including proper driveway alignment, sidewalk widths, and design that would not hinder sight distance, mobility, or accessibility. The Project would support the mobility goals of the City and help facilitate pedestrian and bicycle accessibility by improving the safety and mobility of all users.
Policy 1.3 Safe Routes to Schools Prioritize the safety of school children on all streets regardless of highway classifications	**Consistent.** The Project Site is located approximately 500 feet west of Los Feliz Elementary School. Several infrastructure improvements projects along Hollywood Boulevard and Vermont Avenue, including high visibility crosswalks at the intersection of Berendo Street and Hollywood Boulevard, and the intersection of Vermont Avenue and Hollywood Boulevard, were installed by a different project, the Selma Avenue Elementary School Safe Routes to School Plan. The Project would not interfere with the existing improvements nor prevent future improvements from being implemented in the study area.
Policy 1.6, Multi-Modal Detour Facilities Design detour facilities to provide safe passage for all modes of travel.	**Consistent.** The construction management plan that would be prepared to address non- CEQA impacts would include detour routes for all applicable travel modes, including pedestrian and transit users.
Policy 2.2 Complete Streets Design Guide Establish the Complete Streets Design Guide as the City's document to guide the operations and design of streets and other public rights-of-way.	**Consistent.** The Project would conform to all design element requirements which may affect public rights-of-way, including proper driveway alignment, adequate sidewalk widths, improved lighting elements, and landscaping design which does not hinder sight distance, mobility, or accessibility.
Policy 2.3 Pedestrian Infrastructure Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of- way modifications to provide a safe and comfortable walking environment.	**Consistent.** Nearest to the Project Site, Hollywood Boulevard, Vermont Avenue, and Franklin Avenue are identified as part of the Mobility Plan's Pedestrian Enhanced Network. The Project does not propose repurposing existing curb space and does not propose narrowing or shifting existing

Goal, Objectives, Policies	Consistency
	sidewalk placement or paving, narrowing, shifting, or removing an existing parkway. The Project provides street trees along the Project frontages to provide adequate shade and enhance the pedestrian environment. Additionally, the Project would provide separate pedestrian entrances from the vehicular driveway to the Project Site.
Policy 2.4 Neighborhood Enhanced Network Provide a slow speed network of locally serving streets.	**Consistent.** Franklin Avenue is designated as part of the Mobility Plan's Neighborhood Enhanced Network. The Project would not affect travel speed or safety, impede the development of any future improvements, or interfere with the neighborhood character of Franklin Avenue.
Policy 2.5 Transit Network Improve the performance and reliability of existing and future bus service.	**Consistent.** Hollywood Boulevard and Vermont Avenue are designated as part of the Mobility Plan's Transit Enhanced Network. The Project would develop transit-accessible residential and commercial space within an identified Transit Priority Area and High-Quality Transit Area.
Policy 2.6 Bicycle Networks Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. (includes scooters, skateboards, rollerblades, etc.)	**Consistent.** Within the Transportation Assessment's Study Area, Vermont Avenue has been identified as part of the Bicycle Lane Network, and Hollywood Boulevard has been identified as part of the Bicycle Enhanced Network. The Project does not propose modifying, removing, or otherwise affecting existing bicycle infrastructure, and the Project driveways are not proposed along a street with a bicycle facility. Bicycle parking would also be provided on-site in accordance with LAMC requirements.
Policy 2.9 Multiple Networks Consider the role of each mode enhanced network when designing a street that includes multiple modes.	**Consistent.** Hollywood Boulevard adjacent to the Project Site is identified as part of the Mobility Plan's Transit Enhanced Network, Pedestrian Enhanced Network, and Bicycle Enhanced Network. The Project would provide ground floor commercial space accessible via Hollywood Boulevard that would serve pedestrian traffic in the adjacent neighborhood. The Project would also provide safe pedestrian access to the adjacent transit stops, and driveways to the Project vehicle parking area would not be located on streets with a bicycle lane.
Policy 2.10 Loading Areas Facilitate the provision of adequate on and off-street loading areas.	**Consistent.** All commercial loading activities would occur on-site as to not disrupt the operations within the public right-of-way.
Policy 2.17 Street Widenings Carefully consider the overall implications (costs, character, safety, travel, infrastructure, environment) of widening a street before requiring the widening, even when the existing right of way does not include a curb and gutter or the resulting roadway would be less than the standard dimension.	**Consistent.** The Project does not propose modifications to widen streets, and would therefore not widen streets beyond their required Mobility Plan classifications. The Project will dedicate the required ROW along Hollywood Boulevard.

Goal, Objectives, Policies	Consistency
Policy 3.1 Access for All Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes – including goods movement – as integral components of the City's transportation system.	**Consistent.** The Project encourages multi-modal transportation alternatives and access for all travel modes to and from the Project Site. The Project provides separate pedestrian and bicycle entrances and bicycle parking to encourage walking and bicycling. The Project encourages transit usage by developing a mixed-use project located in proximity to transit. The Project would support those residents, employees, and visitors who choose to travel by automobile through the provision of an access point on Berendo Street, and adequate parking supply.
Policy 3.2 People with Disabilities Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.	**Consistent.** The Project's vehicular and pedestrian entrances would be designed in accordance with LADOT standards and would comply with Americans with Disabilities Act (ADA) requirements. The Project design would also be in compliance with all ADA requirements and would provide direct connections to pedestrian amenities at adjacent intersections.
Policy 3.3 Land Use Access and Mix Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.	**Consistent.** The Project's mix of residential and local-serving commercial uses located within proximity to transit in the large entertainment and commercial industry in the Hollywood Community helps to minimize vehicle trips and enhance proximity and convenience of residences to jobs and services.
Policy 3.4 Transit Services Provide all residents, workers, and visitors with affordable, efficient, convenient, and attractive transit services.	**Consistent.** The Project is located within 0.25 miles of the Los Angeles County Metropolitan Transportation Authority (Metro) B Line Vermont & Sunset station and several local bus lines, providing residents, employees, and patrons opportunities to travel to the Project Site via multiple public transit services.
Policy 3.5 Multi-Modal Features Support "first-mile, last-mile solutions" such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.	**Consistent.** The Project would support "first-mile, last-mile solutions" by developing a project located in an active commercial area of the Hollywood Community and within 0.25 miles of a Metro B Line stations at Vermont & Sunset. Additionally, the Project includes several design features as TDM measures, such as a bicycle parking, that will encourage the use of transit and other alternative modes of transportation.
Policy 3.8 Bicycle Parking Provide bicyclists with convenient, secure, and well-maintained bicycle parking facilities.	**Consistent.** The Project provides infrastructure and services to encourage bicycling for residents, employees, and visitors to the Project Site.
Policy 4.8 Transportation Demand Management Strategies Encourage greater utilization of TDM strategies to reduce dependence on single- occupancy vehicles.	**Consistent.** The Project incorporates several design features, which include TDM measures to reduce the number of single occupancy vehicle trips to the Project Site. The Project includes a reduced parking supply, the provision of bike parking per the LAMC, and bike share facilities as Project design features**.**

Goal, Objectives, Policies	Consistency
Policy 4.13 Parking and Land Use Management Balance on-street and off-street parking supply with other transportation and land use objectives.	**Consistent.** The Project would provide sufficient off-street parking as required for projects within the Hollywood Redevelopment Project area. The Project would also retain the existing on-street parking around Project frontage, and potentially add one parking space with the closure of an existing driveway.
Policy 5.1 Sustainable Transportation Encourage the development of a sustainable transportation system that promotes environmental and public health.	**Consistent.** As part of the Project, bicycle parking facilities would be provided. This would promote active transportation modes such as biking and walking. Additionally, the Project is located within 0.25 miles of a Metro B Line station at Vermont & Sunset, as well as numerous bus lines, providing residents, employees, and visitors to the Project with public transportation alternatives.
Policy 5.2 Vehicle Miles Traveled (VMT) Support ways to reduce vehicle miles traveled (VMT) per capita.	**Consistent.** The Project is estimated to generate lower VMT per capita for residents than the average for the area, as demonstrated in the Transportation Assessment. Additionally, the Project incorporates several TDM measures to reduce the number of single occupancy vehicle trips to the Project Site.
Source: Gibson Transportation Consulting, Inc., Transportation Assessment for 4773 Hollywood Boulevard, Hollywood, California, May 2024.	
Housing Element (2021-2029)	
Objective 1.1 Forecast and plan for existing and projected housing needs over time with the intention of furthering Citywide Housing Priorities.	**Consistent.** The Project would develop 86 DU, contributing to filling Citywide housing needs.
Objective 1.2 Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities.	**Consistent.** The Project would develop 86 DU, including 9 very low-income DU.
Objective 3.1 Use design to create a sense of place, promote health, foster community belonging, and promote racially and socially inclusive neighborhoods.	**Consistent.** The high-quality architectural design of the Project and inclusion of common open space for Project residents would contribute to a sense of place. The Project would promote health by including open space, bicycle parking, EV infrastructure, as per municipal code requirements. The proposed 9 very low-income DU would promote inclusiveness.
Objective 3.2 Promote environmentally sustainable buildings and land use patterns that support a mix of uses, housing for various income levels and provide access to jobs, amenities, services and transportation options.	**Consistent.** The Project would be a sustainable building, compliant with the 2022 CalGreen Standards. As it is close to transit the land use pattern would be sustainable and VMT impacts would be less than significant. As a mixed-use project, the Project supports a mix of land uses. The Project would create 77 market rate DU and 9 very low-income units, thereby providing housing for various income levels. The commercial portion of the Project would provide jobs. The Project Site is within ½ mile of a major transit stop, providing transportation.

Goal, Objectives, Policies	Consistency
Objective 4.1 Ensure that housing opportunities are accessible to all residents without discrimination on the basis of race, color, ancestry, sex, national origin, color, religion, sexual orientation, gender identity, marital status, immigration status, family status, age, intellectual, developmental, and physical disability, source of income and student status or other arbitrary reason.	**Consistent.** The Project would comply with federal, state, and local laws that prevent housing discrimination.
Conservation	
Section 15 Objective Protect and reinforce natural and scenic vistas as irreplaceable resources and for the aesthetic enjoyment of present and future generations.	**Consistent.** The Project Site does not contain scenic features. Views from Barnsdall Art Park would not be substantially affected, as discussed in Section III.F, Historic Resources.
Section 15 Policy continue to encourage and/or require property owners to develop their properties in a manner that will, to the greatest extent practical, retain significant existing land forms (e.g., ridge lines, bluffs, unique geologic features) and unique scenic features (historic, ocean, mountains, unique natural features) and/or make possible public view or other access to unique features or scenic views.	**Consistent.** The Project Site was previously graded and developed and does not contain significant existing landforms (e.g., ridge lines, bluffs, unique geologic features) or unique scenic features (historic, ocean, mountains, unique natural features). The Project would not substantially affect views from public viewpoints at Barnsdale Art Park as discussed in Section III.F, Historic Resources. The Project would not affect public views from scenic highways, as there are none in the Project vicinity, as discussed on Section III.D, Scenic Highways.
Health and Wellness Element (Plan for a Healthy Los Angeles)	
Policy 2.2, Healthy Building Design and Construction Promote a healthy built environment by encouraging the design and rehabilitation of buildings and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universal accessibility using existing tools practices, and programs.	**Consistent.** The Project would promote a healthy built environment by preserving pedestrian infrastructure. In addition, the Project Site is located in a TPA, within one-half mile of a major transit stop. The Project would also feature short- and long-term bicycle parking to promote bicycle use. These features would serve to reduce VMT and GHG emissions, and other air pollutants. Furthermore, the Project would construct a new mixed-use building that would include lighting for security and wayfinding purposes.
Policy 2.6 Repurpose Underutilized Spaces for Health Work proactively with residents to identify and remove barriers to leverage and repurpose vacant and underutilized spaces as a strategy to improve community health.	**Consistent.** Implementation of the Project would redevelop a previously developed, vacant urban infill site. The Project would generate employment opportunities on a site located 0.25 miles from a major transit stop, which would serve to reduce VMT, GHG emissions, and other air pollutants. The Project Site's proximity to transit, and the Project's preservation of pedestrian infrastructure along Hollywood Boulevard and Berendo Street and its provision of short- and long-term bicycle parking spaces would improve community health.
Infrastructure and Public Services Chapter	
Policy 9.3.1 Reduce the amount of hazardous substances and the total amount of flow entering the wastewater system.	**Consistent.** Wastewater generated by the Project's new uses would be typical of residential land uses and would not include industrial discharges comprised of hazardous substances. In addition, the Project would include water

Goal, Objectives, Policies	Consistency
	conservation features as low-flow fixtures, which would also reduce wastewater flows. Therefore, the Project would not conflict with this policy.
Objective 9.6 Pursue effective and efficient approaches to reducing stormwater runoff and protecting water quality.	**Consistent.** As discussed later the document, the Project would implement best management practices (BMPs) that comply with the City's Low Impact Development Ordinance. Stormwater BMPs proposed by the Project include a drywell to allow infiltration of treated runoff within the Project Site. Due to the historical imperviousness of the previously developed Project Site, the Project's proposed stormwater BMPs would not substantially increase the volume of runoff that leaves the Project Site and enters the existing storm drain inlets during storm events. Therefore, operation of the Project would result in no increase in the volume of runoff leaving the Project Site.
Objective 9.10 Ensure that water supply, storage, and delivery systems are adequate to support planned development.	**Consistent.** As discussed later in this document, the LADWP would be able to meet the Project's water needs, as well as the existing and planned needs of its service area. The Project Site is currently served with existing water infrastructure. The Project proposes a 6-inch lateral off the existing 8-inch main on the east side of Berendo Street, approximately 100 feet north of Hollywood Boulevard.[7] In addition, the Project Applicant would be required to submit the proposed plot plans for the Project to the LAFD and LADWP for review for compliance with applicable Fire Code, California Fire Code, and City Building Code requirements. Such review is a legal prerequisite, with which the Project would be required to comply.
Goal 9P Appropriate lighting required to (1) provide for nighttime vision, visibility, and safety needs on streets, sidewalks, parking lots, transportation, recreation, security, ornamental, and other outdoor locations; (2) provide appropriate and desirable regulation of architectural and informational lighting such as building facade lighting or advertising lighting; and (3) protect and preserve the nighttime environment, views, driver visibility, and otherwise minimize or prevent light pollution, light trespass, and glare	**Consistent.** The Project would provide outdoor lighting for security and wayfinding purposes in accordance with LAMC requirements. Building security lighting would be used at entries and exits. In addition, the above-ground parking areas would be enclosed and screened from public view; therefore, no spillover from parking area lighting would occur. The existing pedestrian lighting on the public sidewalks near the Project Site would remain in place or be replaced or relocated, if needed.
Source: City of Los Angeles Department of City Planning, Citywide General Plan Framework Element, originally adopted by City Council on December 11, 1996 and re-adopted on August 8, 2001. City of Los Angeles, Department of City Planning, Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan, November, 2021.	

7 City of Los Angeles, Department of Water and Power – Water System, Fire Service Pressure Flow Report, SAR Number 103957, December 12, 2023.

2.2 Hollywood Community Plan

In Los Angeles, the Land Use element of the General Plan is made up of the City's 35 Community Plans. The Project would demonstrate consistency with the Land Use Element through consistency with the Hollywood Community Plan as shown in **Table 2, Hollywood Community Plan**.

Table 2
Hollywood Community Plan

Objectives	Consistency
Objective 1 To coordinate the development of Hollywood with that of other parts of the City of Los Angeles and the metropolitan area. To further the development of Hollywood as a major center of population, employment, retail services, and entertainment; and to perpetuate its image as the international center of the motion picture industry.	**Consistent.** The Project would redevelop a currently vacant site with a mixed-use development consisting of multi-family residences with a ground-floor commercial use in proximity to transit. The mixed-use development would support population and employment.
Objective 2 To designate lands at appropriate locations for the various private uses and public facilities in the quantities and at densities required to accommodate population and activities projected to the year 2010.	**Consistent.** The mixed-use Project is consistent with the residential and commercial land use designations of the site. The Project would create DU that would help accommodate future population growth.
Objective 4 To promote economic well-being and public convenience through: a. Allocating and distributing commercial lands for retail, service, and office facilities in quantities and patterns based on accepted planning principles and standards.	**Consistent.** The mixed-use Project is consistent with the residential and commercial land use designations of the site. The Project would include a commercial use.
Source: City of Los Angeles Department of City Planning, Hollywood Community Plan, December 13, 1988.	

2.3 Specific Plan

The Project is within the Vermont/Western Station Neighborhood Area Plan (SNAP). Consistency with applicable SNAP goals, objectives, and policies is evaluated in the **Attachment B, SNAP Permit Compliance**. The Project is compliant with the SNAP, as it is consistent with the SNAP's applicable regulations, findings, standards and provisions; development standards, and design guidelines, as shown in Attachment B.

2.4 Zoning Code

The site includes two parcels zoned C2-1D (Commercial Zone) and one parcel zoned RD 1.5-1XL (Residential Zone). Multi-family residential uses, including affordable housing developments, are allowed in the C2 Zone at a density of 1 DU per 400 square feet. The RD 1.5 allows a density of 1 DU per 1,500 square feet. The base zoning of the Project Site allows 60 DU. The Project requests a Conditional Use Permit, pursuant to LAMC Section 12.24.U.26, for a 42.5 percent density bonus to permit 86 new dwelling units in exchange for setting aside 15 percent of the base density for 9 Very Low-Income households. Section 8.B of the Vermont/Western Transit Oriented

Development Specific Plan (Subarea B) permits a height of up to 50 feet in the C2 Zone. LAMC Section 12.21.1.A.1 allows a height of two stories and 30 feet in the RD1.5-1XL zone. The Project's requested a density bonus would allow six stories and 69 feet in height. Subarea B allows an FAR of 2.0 and the RD1.5 zone allows an FAR of 3.0, resulting in a base allowable floor area of 56,565 square feet, based on a buildable area of 21,726 square feet in the C2 zone and 4,371in the RD 1.5 zone. As part of the requested density bonus incentives and waivers, the Project would request a Waiver of Development Standard to permit a 78.5 percent floor area increase to the 2:1 FAR permitted in Subarea B of the Vermont/Western SNAP Specific Plan and a 19 percent floor area increase to the 3:1 FAR permitted in the RD1.5-1XL Zone to allow a 3.57 FAR. As a regulatory requirement, final Project plans would be reviewed for consistency with density and setback requirements specified in the LAMC. With the density bonus, the Project is consistent with the existing zoning.

2.5 Conclusion

For all the foregoing reasons, the Project would be consistent with the applicable goals and policies of the City's land use plans and zoning for the Project Site. Therefore, impacts with respect to applicable land use plans and zoning would be less than significant.

Therefore, the Project would comply with CCR Section 15332(a).

3 Discussion of CCR Section 15332(b): Within City Limits and Less than Five Acres

The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

The Project Site is located in an urbanized area of the City. Urban land uses directly abut and surround the Project Site on all sides.

As defined by CEQA Section 21071: *"Urbanized area" means either of the following: (a) An incorporated city that meets either of the following criteria: (1) Has a population of at least 100,000 persons. (2) Has a population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons.*

The Project Site is located within the city limits of the City of Los Angeles. The Project Site is 0.654 acres in size and is surrounded by urban uses such as multi-family residences, office uses, a church, and a City park. Therefore, the development occurs within the City limits, is of no more than five acres, and is substantially surrounded by urban uses.

Therefore, the Project would comply with CCR Section 15332(b).

4 Discussion of CCR Section 15332(c): No Value for Endangered Species

The Project Site is located within a highly urbanized portion of the City of Los Angeles. The surrounding urban landscape has been developed for decades, and the Project Site was similarly developed, prior to the demolition of the prior land use on the site. The Project Site is currently vacant and mostly barren, with small amounts of presumably ruderal vegetation.

As such, the Project would not conflict with any local policies or ordinances protecting biological resources, or with the provisions of an adopted Habitat Conservation Plan. Accordingly, the Site has no value as habitat for endangered, rare, or threatened species.

Therefore, the Project would comply with CCR Section 15332(c).

5 Discussion of CCR Section 15332(d): Traffic

Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.[8]

The analysis is supported by a Draft Transportation Assessment prepared by Gibson Transportation Consulting, Inc. and provided in **Attachment C**.[9] The LADOT Approval letter is provided in **Attachment D**.[10] This analysis addresses impacts related to the LADOT Transportation Assessment Guidelines (TAG): Threshold T-1: Plans, Programs, Ordinances, and Policies, TAG Threshold T-2.1: Vehicle Miles Travelled (VMT), TAG Threshold T-2.2: Induced Automobile Travel, and TAG Threshold T-3: Design.

5.1 Plans, Programs, Ordinances, and Policies Review (TAG Threshold (T-1)

Project impacts may be found significant if the Project would conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities. Accordingly, the CEQA Transportation Assessment evaluates the Project's potential conflict with the following City documents: the City of Los Angeles General Plan (including the City of Los Angeles Mobility Plan 2035 and the Plan for a Healthy Los Angeles), the Citywide Design Guidelines, the Central City North Community Plan, the Los Angeles Municipal Code (LAMC), and Vision Zero Los Angeles. General consistency with these documents is evaluated in **Table 3, Transportation Consistency**. Further evaluation is also provided in the Transportation Assessment.

Table 3
Transportation Consistency

Plan, Program, Ordinance, or Policy	Project Consistency
City of Los Angeles Mobility Plan 2035	A detailed evaluation of consistency with the City of Los Angeles Mobility Plan 2035 is provided in Section II.A of this memorandum, and is also provided in Attachment C., which is the Transportation Assessment for the Project. The Project's proposed land use and design features, including site access; pedestrian, bicycle, and transit accessibility would not conflict with the policies of the Mobility Plan 2035. The Project is located within a Transit Priority Area (TPA), defined by the City as an area within 0.50 miles of an existing or planned major transit stop, as well as within a High-Quality Transit Area (HQTA), defined in Connect SoCal – The 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) as an area within 0.50 miles of a well-serviced transit stop or transit corridor with 15-minute or less service frequency during peak commute hours. The Project would also provide bicycle parking for residents, employees, and visitors, thereby promoting public and active transportation modes and reducing the Project VMT per capita for residents compared to

8 Each of these topic areas (traffic, noise, air quality, and water quality) is discussed in its own section below.

9 Gibson Transportation Consulting, Inc., Transportation Assessment for 4773 Hollywood Boulevard, Hollywood, California, May 2024.

10 LADOT, Transportation Assessment For The Proposed Mixed-Use Project Located At 4773 W Hollywood Boulevard, July 12, 2024.

Plan, Program, Ordinance, or Policy	Project Consistency
	the average for the area. Further, the Project does not propose modifying, removing, or otherwise negatively affecting existing bicycle infrastructure. Hollywood Boulevard, Vermont Avenue, and Franklin Avenue are identified as part of the Mobility Plan's Pedestrian Enhanced Network. Franklin Avenue is designated as part of the Mobility Plan's Neighborhood Enhanced Network. The Project would not conflict with the implementation of future Projects in the public right-of-way on these networks.
Plan for a Healthy Los Angeles	Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan (Plan for a Healthy Los Angeles) introduces guidelines for the City to follow to enhance the City's position as a regional leader in health and equity, encourage healthy design and equitable access, and increase awareness of equity and environmental issues. An analysis of the Project's consistency with Plan for a Healthy Los Angeles is detailed in Attachment C. The Project prioritizes safety and access for all individuals utilizing the site by complying with all ADA requirements. Further, the Project supports healthy lifestyles by locating housing, including affordable housing, and employment opportunities within both a TPA and an HQTA and by providing bicycle parking. Thus, the Project would be consistent with the goals of Plan for a Healthy Los Angeles.
Land Use Element of the General Plan	The City General Plan's Land Use Element contains 35 Community Plans that establish specific goals and strategies for the various neighborhoods across Los Angeles. The Project is located within the Hollywood Community Plan area. An analysis of the Project's consistency with the Hollywood Community Plan is detailed in Attachment C. The Project would provide residential and commercial uses within both a TPA and an HQTA to further the development of Hollywood as a major center of population, employment, and retail services, as well as encourage the use of alternative modes of transportation by all users. The Project is consistent with the circulation standards and criteria of the Hollywood Community Plan as the transportation system within the vicinity of the Project Site would adequately serve the traffic generated by the Project, as further detailed in Attachment C, Section 5B. In addition, the Project would implement TDM strategies including bike parking per the LAMC and bike share facilities to further reduce the number of single-occupancy vehicle trips generated by the Project, as discussed in further detail in Attachment C, Section 4B. Thus, the Project would promote and encourage development practices in line with the goals and objectives of the Hollywood Community Plan. The City is currently in the process of updating the Hollywood Community Plan to guide development for the Hollywood area through Year 2040. Hollywood Community Plan Update Draft Environmental Impact Report was released for public review in October 2019. On March 18, 2021, the City Planning Commission recommended approval of the Hollywood Community Plan with recommended changes, which were subsequently incorporated

Plan, Program, Ordinance, or Policy	Project Consistency
	to the Plan Update and released in August 2021. On May 3, 2023, the Los Angeles City Council adopted the Hollywood Community Plan Update, and full adoption of the required implementation ordinances is anticipated later in 2024.
LAMC	LAMC Section 12.21.A.16 (Bicycle Parking): LAMC Section 12.21.A.16 details the bicycle parking requirements for new developments. As further detailed in Section 5E, the proposed short-term and long-term bicycle parking supply for the Project would be provided in accordance with the LAMC. Thus, the Project's proposed supply would be consistent with LAMC Section 12.31.A.16. LAMC Section 12.26J (TDM Ordinance): LAMC Section 12.26J, the TDM Ordinance (1993) establishes TDM requirements for non- residential projects, in addition to non-residential components of the mixed-use projects, in excess of 25,000 sf. The Project does not include non-residential uses greater than 25,000 sf; therefore, the Project would not be subject to the requirements of the TDM Ordinance.
Vision Zero Action Plan / Vision Zero Corridor Plans	Vision Zero implements projects that are designed to increase safety on the most vulnerable City streets. As described in Chapter 2, adjacent to the Project Site, Hollywood Boulevard has been identified as part of the HIN. LADOT has completed installation of the following upgrades as part of ongoing Vision Zero Safety Improvement Projects: Hollywood Boulevard Safety Improvement Project • Continental crosswalk striping at the intersection of Berendo Street & Hollywood Boulevard and at the intersection of New Hampshire Avenue & Hollywood Boulevard No additional improvements are currently planned adjacent to the Project Site. Nonetheless, the Project would not preclude future Vision Zero safety projects by the City on adjacent streets. Thus, the Project does not conflict with Vision Zero.
Streetscape Plans	The Project is not located within the boundaries of any streetscape plan and, therefore, streetscape plans do not apply to the Project.
Citywide Design Guidelines	The Pedestrian-First Design approach of Citywide Design Guidelines identifies design strategies that "create human scale spaces in response to how people actually engage with their surroundings, by prioritizing active street frontages, clear paths of travel, legible wayfinding, and enhanced connectivity. Pedestrian-First Design promotes healthy living, increases economic activity at the street level, enables social interaction, creates equitable and accessible public spaces, and improves public safety." The Pedestrian-First Design guidelines are: • Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all. • Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.

Plan, Program, Ordinance, or Policy	Project Consistency
	• Guideline 3: Design projects to actively engage with streets and public space and maintain human scale. A detailed analysis of the Project's consistency with the guidelines of the Pedestrian-First Design approach is detailed in Attachment C. The Project design includes separate pedestrian access from vehicular access via individual residential lobby and commercial entrances along the Project frontage. Additionally, the Project is dedicating the required ROW on Hollywood Boulevard. Further, the orientation of the Project design and active ground floor facilities ensures that the Project actively engages with the street and its surrounding uses. Thus, the Project design provides for the safety, comfort, and accessibility of pedestrians, aligning with the Pedestrian-First Design approach.
Source: Gibson Transportation Consulting, Inc., Transportation Assessment for 4773 Hollywood Boulevard, Hollywood, California, May 2024.	

Based on the Transportation Assessment's analysis of the relevant plans and programs, the Project features, location, and design are consistent with the City's plans, programs, ordinances, or policies related to transportation. Therefore, the Project would have a less than significant impact regarding conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities.

5.2 VMT Analysis (TAG Threshold T-2.1)

TAG states that a residential project would result in a significant VMT impact if it cannot meet the household VMT per capita of 15% below the existing average household VMT per capita for the Area Planning Commission (APC) area in which a project is located. Similarly, a commercial project would result in a significant VMT impact if it cannot meet the work VMT per employee of 15% below the existing average work VMT per employee for the APC area in which the Project is located.

The Transportation Assessment conducted a VMT analysis in accordance with TAG, which meets SB 743, as detailed in Attachment C. The Project is located within the Central APC and, therefore, has a daily household VMT per capita impact threshold of 6.0 and a daily work VMT per employee impact threshold of 7.6. The City's VMT Calculator was used to evaluate Project VMT for comparison to the VMT impact criteria. While the Project incorporates TDM measures, such as bicycle parking, these were conservatively not included in the VMT Calculator analysis.

The calculator estimates that the Project would generate a daily household VMT of 3,464. Due to the commercial component being less than 50,000 sf and assumed to have a less than significant transportation impact, no daily work VMT estimates were generated. The average household VMT per capita of the Project would be 5.6, which would not exceed the Central APC significant household VMT impact threshold of 6.0. Therefore, the Project would not result in a significant household or work VMT impact, and no mitigation measures would be required. The detailed output from the VMT Calculator is provided in Attachment C.

5.3 Induced Automobile Travel (TAG Threshold T-2.2)

The Project would not induce substantial VMT by increasing vehicular capacity on the roadway network, such as the addition of through traffic lanes on existing or new highways, including general purpose lanes, high-occupancy vehicle lanes, peak period lanes, auxiliary lanes, and lanes through grade-separated interchanges. The Project is not a transportation project that would induce automobile travel. Therefore, the Project would not result in a significant impact due to induced automobile travel.

5.4 Design Analysis (TAG Threshold T-3)

A project would normally have significant impacts if it would substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). As discussed in Attachment C, the vehicular driveway design would have adequate site distance for vehicles, pedestrians, and bicycles. As the Project would generate fewer than 50 trips during any single peak hour, which is fewer than one vehicle per minute utilizing the driveway, the driveway would have sufficient capacity and no queuing hazards would be expected. The Project would not conflict with modal priority networks identified in the Mobility Plan and would not preclude or interfere with future multimodal roadway improvements.

Project pedestrian and bicycle access would be separate from the vehicular access. Access locations would increase pedestrian and bicycle activity, but access locations would be designed to accommodate wider sidewalks and enhanced connectivity that meet the City's requirements to further protect pedestrian and bicycle safety. The driveway would not cross any existing bicycle infrastructure and adequate sight distance exists for drivers entering and exiting the driveway to see oncoming pedestrians and bicyclists. Therefore, the Project is not anticipated to result in significant vehicle-pedestrian or vehicle-bicycle conflicts.

The Project would not introduce incompatible uses. The Project design incorporates and expands on the surrounding areas to provide a more attractive, well-defined, and accessible interaction between the Project and these surrounding uses. None of the Project design elements that are tangential to the adjacent uses are considered incompatible. There are no unusual or new obstacles that would be considered hazardous to motorized vehicles, non-motorized vehicles, or pedestrian. Therefore, the Project would not result in hazards from its design or operation and would not result in a significant transportation impact.

5.5 Conclusion

For all the foregoing reasons, the Project would comply with CCR Section 15332(d) in that it would not have a significant impact related to traffic.

6 Discussion of CCR Section 15332(d): Noise

Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.[11]

The following analysis is based upon a Noise Impact Analysis that was prepared (Attachment E) to evaluate potential Project construction and operational noise impacts. Both construction and operational impacts were assessed. Standards relied on to determine whether the Project would exceed CEQA thresholds.

6.1 Applicable Noise Standards

6.1.1 Construction Noise

In 2006, the City set forth the Los Angeles CEQA Thresholds Guide, which was intended to provide guidance, as a voluntary tool, for CEQA impact analysis. The 2006 Los Angeles CEQA Thresholds Guide was the City's "initial effort" at guidelines for evaluating potential CEQA impacts and stated that it was "intended to be available as a voluntary tool."[12] These thresholds were developed based on more open-ended noise questions within Appendix G of the CEQA Guidelines that have since been revised. In the years following its publication, the City found that the guidelines for construction noise and vibration impact analysis were overly sensitive and resulting in conclusions of significant impacts on the environment, where the impact was temporary in nature and not necessarily impactful to public health.[13]

In 2024, the City adopted updated thresholds for construction noise and vibration, which recognize the urban nature of much of the City and the expectation that daytime construction activities are a common activity within an urban environment. The thresholds also distinguish between daytime and nighttime construction activities where nighttime construction activities are the activities that may have the greater potential to create intrusive noise and impact sleep. Potential human health impacts are addressed by the absolute thresholds below and increases in ambient noise levels are addressed in the nighttime thresholds below, including consideration of sleep disruption.

The construction noise thresholds are focused on impacts to sensitive uses. The Noise Element defines noise-sensitive land uses as single-family and multi-unit dwellings, long-term care facilities (including convalescent and retirement facilities), dormitories, motels, hotels, transient lodging, and other residential uses; places of assembly including churches or houses of worship; hospitals; libraries; schools; auditoriums; concert halls; outdoor theaters; nature and wildlife preserves; and parks.

11 Each of these topic areas (traffic, noise, air quality, and water quality) is discussed in its own section.

12 City of Los Angeles, Department of City Planning, L.A. CEQA Thresholds Guide: Your Resource for Preparing CEQA Analysis in Los Angeles, 2006.

13 City of Los Angeles, Department of City Planning, Construction Noise and Vibration: Proposed Updates to Thresholds and Methodology, December 2023.

As Project construction activities would occur during typical work hours and not between 7:00 P.M. and 7:00 A.M. Monday through Friday, between 6:00 P.M. and 8:00 A.M. on Saturdays, or anytime on Sundays or national holidays, construction activities that exceed 80 dBA Leq (8-hour) or more at a noise sensitive use would be significant.

6.1.2 Operational Noise

The Noise Element of the City General Plan considers noise levels less than 60 dB CNEL to be normally acceptable for residential multifamily use, and noise levels of up to 70 dB CNEL are considered conditionally acceptable for residential uses if noise insulation features are included in project design. For the adjacent multifamily residences, noise levels below 60 dB CNEL are normally acceptable and noise levels below 70 dB CNEL are conditionally acceptable.

LAMC Section 112.04 prohibits the operation of any lawn mower, backpack blower, lawn edger, riding tractor, or any other machinery equipment, or other mechanical or electrical device, or any hand tool which creates a loud, raucous or impulsive sound, within any residential zone or within 500 feet of a residence between 10:00 p.m. and 7:00 a.m. Gas powered blowers are prohibited within 500 feet of a residence at any time.

6.1.3 Groundborne Vibration

Daytime - Human Annoyance: No numerical threshold

Nighttime - Human Annoyance: Maximum 80 VdB at the exterior of a sensitive use building

Building Damage: The adopted City thresholds state that construction activities shall not exceed the following building damage thresholds for the identified structures:

- Fragile Buildings: 0.1 PPV
- Historic Buildings: 0.25 PPV
- Older Residential Structures: 0.3 PPV
- New Residential Structures: 0.5 PPV
- Modern Industrial/Commercial Buildings: 0.5 PPV

For the purpose of analyzing groundborne vibration impacts, the following analysis relies on the threshold of 0.3 PPV in/sec for older residential buildings as the threshold of significance for the residential buildings in the vicinity. The school is analyzed using the threshold of 0.5 PPV in/sec for modern industrial/commercial buildings. The analysis uses the threshold of 0.25 PPV in/sec for buildings for the adjacent church to the east because it is a historic building.

6.1.4 Airport Noise

For projects located within two miles of a public airport, a conditionally acceptable sound exposure up to 65 dB CNEL for multifamily residential uses is the threshold of significance from the Noise Element of the City General Plan.

6.2 Construction Noise Analysis

6.2.1 Construction Equipment Noise

Standard, industry-wide noise attenuation regulatory compliance measures (RCMs) and construction "best practices" in urban or otherwise noise-sensitive areas would be incorporated into the Project's construction activities:

RCM-NO-1 (Demolition, Grading, and Construction Activities): The Project shall comply with the City of Los Angeles Noise Ordinance No. 144,331[14] and 161,574[15] and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

RCM-NO-2 (Hours of Construction): Pursuant to LAMC Section 41.40(a) and (c) construction activity at the Project Site would be restricted to 7:00 a.m. to 9:00 p.m. on weekdays, 8:00 a.m. to 6:00 p.m. on Saturdays or national holidays, and prohibited on Sundays.

As part of the Project, standard, industry-wide noise attenuation RCMs and construction "best practices" in urban or otherwise noise-sensitive areas would be incorporated into the Project's construction activities. Temporary construction barriers would be placed along the northern edge of the Project Site facing the multifamily residences, the northern portion of the western edge facing the residences across N. Berendo Street, and the eastern edge facing the multifamily residences on N. New Hampshire Street, the church on Hollywood Boulevard, and the school across N. New Hampshire Street as part of Project Design Feature 1 (PDF-NO-1) (Temporary Construction Noise Barrier), discussed below. Noise barriers can be reasonably be expected to achieve noise reductions of up to 20 dB depending on height and material. A tall barrier would be required to achieve such reductions, especially considering that the multifamily residential buildings to the north and west have second floor dwelling units and the building to the north is also above the existing grade of the Project Site. Taller noise barriers can be feasibly achieved by using prefabricated barrier products or by mounting acoustical blanketing or other materials on a rigid framework.

PDF-NO-1 (Temporary Construction Noise Barrier): All barriers shall be of sufficient linear extent to obscure the line of sight from the Project construction equipment and the affected sensitive receptors. Barriers shall be free of gaps or holes, and shall be designed as follows:

Northern Barrier. A temporary construction barrier along the entire northern edge of the Project Site facing the multifamily residences will be in place during the Project construction (including grading and building construction). The barrier will be least 21 feet in height above the Project Site existing grade level at the northern edge of the Project Site. The barrier will be made of a material with a Sound Transmission Class (STC) rating

14 Los Angeles Municipal Code, Chapter XI, Noise Regulation, Added by Ordinance No. 144,331, Effective March 2, 1973

15 Los Angeles Municipal Code Section 11.03, Construction Noise, Amended by Ordinance No. 161,574, Effective September 8, 1986.

of at least STC-33 or a transmission loss of at least 23 decibels (dB) at 500 hertz. Such a barrier would provide a noise reduction of 13 dB.[16]

Eastern Barrier. A temporary construction barrier along the eastern edge of the Project Site facing the multifamily residences on N. New Hampshire Street, the church on Hollywood Boulevard, and the school across N. New Hampshire Street will be in place during the Project construction (including site preparation, grading, building construction, and paving) excluding architectural coating. The barrier will be least 8 feet in height above the existing grade level of the eastern edge of the Project Site. The barrier will be made of a material with a STC rating of at least STC-30 or a transmission loss of at least 20 dB at 500 hertz. Such a barrier would provide a noise reduction of 10 dB at the church, 9 dB at the multifamily residences, and 6 dB at the school.

PDF-NO-2 (Noise Minimization): The Project contractor(s) shall employ state-of-the-art noise minimization strategies when using mechanized construction equipment. Construction activities shall be scheduled and coordinated so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels. Construction equipment shall not idle when not in use. The contractor shall place noise construction equipment as far from the Project Site edges as practicable.

PDF-NO-3 (Noise Control Devices): Noise-generating equipment operated at the Project Site shall be equipped with the most effective and technologically feasible noise control devices, such as mufflers, lagging (enclosures for exhaust pipes), and/or motor enclosures. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

Noise and groundborne vibration construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise- and vibration-sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen propagation of noise from such activities towards these land uses to the maximum extent possible.

PDF-NO-4 (Evening Construction Prohibition): Exterior construction activity will not occur between the hours of 7:00 p.m. and 9:00 p.m. on weekdays, in addition to the restrictions of RCM-NO-2.

Construction activities and associated noise would be temporary and would be restricted to daytime hours, pursuant to the City's Municipal Code Section 41.40. Employing technically feasible and standard noise reducing techniques would reduce the noise levels from each of the Project's individual construction equipment to less than 75 dB at 50 feet, which is the standard set forth in LAMC Section 112.05. Therefore, construction-related temporary noise level increases would not exceed applicable standards when employing typical noise reduction techniques pursuant to the requirements of LAMC Section 112.05.

16 A barrier's noise-reducing potential is equal to its transmission loss value minus 10 dBA.

With RCM-NO-1, RCM-NO-2, PDF-NO-1, PDF-NO-2, PDF-NO-3, and PDF-NO-4 the Project construction activities would not result in 8-hour average noise levels of 80 dBA Leq or more at the nearest sensitive receptors. All other sensitive receptors would experience lower noise levels because they are further away. In addition, the Project noise barriers would ensure compliance with LAMC Section 112.05. Therefore, Project construction noise impacts would be less than significant.

6.2.2 Construction Traffic Noise

In addition to noise from on-site operation of construction equipment, Project construction would produce noise from off-site vehicular traffic. The primary source of construction traffic noise would be hauling truck trips. The proposed haul route from the Project Site to the landfill located at 1209 West Gladstone Street in Azusa would use Vermont Avenue to Los Feliz Boulevard to I-5 North to CA-134 East to I-210 East and take Exit 38 to the landfill. Section 112.05 of the LAMC does not regulate noise levels from vehicles on public roadways, including road legal trucks, such as delivery vehicles, concrete mixing trucks, pumping trucks, and haul trucks. However, the operation of these vehicles would still comply with the construction hours restrictions set forth by Section 41.40 of the LAMC. In addition, the Project's hauling trucks would use major roadways and freeways, which already carry large volumes of vehicle traffic, including trucks. Based on the required soil export of approximately 20,000 cubic yards and the construction schedule estimate, the Project would temporarily add an estimated 104 one-way truck trips per day on the roadways during the grading phase. Trucks would access Vermont Avenue from Hollywood Boulevard. Hollywood Boulevard, east of Berendo Street currently has 20,730 daily vehicle trips. The Project truck trips would temporarily increase daily vehicle trips by 0.5 percent on Hollywood Boulevard. Other roadways that haul trucks would use would also be major roadways or would be freeways with similar or greater numbers of existing vehicle trips, rather than local streets. Therefore, construction traffic would not substantially increase the number of vehicles on the roadways and accordingly would not have the potential to substantially increase average traffic noise levels. Therefore, off-site noise impacts from Project construction traffic would be less than significant.

6.3 Operational Noise Analysis

6.3.1 Traffic Noise

Upon completion, Project-generated vehicle trips would cause an incremental increase in traffic noise levels on local streets throughout the Project area. Doubling the number of noise sources, in this case doubling the traffic volume, would produce a 3 dB increase in the noise level, which is the level at which the increase in noise would be perceptible to the human ear. Below this level, there are no potential significant impacts from traffic related noise.

The Project transportation study prepared by Gibson Transportation Consulting, Inc. provided traffic volumes on local roadways in the Project vicinity for the existing year (2023) and future year (2026) without the Project and with the Project.[17] Future traffic volumes include cumulative trips from related projects.[18] Traffic noise levels were modeled based on average daily traffic, roadway

[17] Gibson Transportation Consulting, Inc., Transportation Assessment for 4773 Hollywood Boulevard, Hollywood, California, May 2024.

[18] Ibid.

widths, and vehicle speeds using the FHWA RD-77-108 model.[19] Based on this Project-related increase in vehicle trips, the corresponding Project-related increase in traffic noise levels would be up to 0.8 dB on Berendo Street, up to 0.1 dB on Vermont Avenue, and 0.0 dB on other roadways. These noise level increases would be less than 1 dB and would not be perceptible to the human ear, even in a controlled laboratory environment. Therefore, the Project's potential traffic-related permanent increases in ambient noise levels would be less than significant.

6.3.2 Landscape Maintenance Noise

During operations, the Project could result in the periodic use of landscaping maintenance equipment such as backpack blowers, hedge trimmers, etc., for upkeep of landscaping or planters. Contractors would reasonably be expected to conduct routine maintenance during daytime hours, therefore avoiding the period when such equipment noise is restricted between 10:00 p.m. and 7:00 a.m. within a residential zone or within 500 feet of a residence at any time, as required by LAMC Section 112.04. Therefore, the Project's potential noise effects due to periodic routine maintenance of outdoor landscaping would be less than significant.

6.3.3 Stationary Equipment Noise

The Project would introduce stationary noise sources such as roof-mounted Heating, Ventilation, and Air Conditioning (HVAC) units. The Project's roof-mounted equipment would be six stories above grade, in which case the building itself acts as a barrier since the equipment would not have a line of sight to a person at ground level or on an inhabited floor of any building in the immediate vicinity. In addition, the equipment would be located behind the building parapet, which would ensure that the units cannot be seen from any vantage point that is not at or above the elevation of the building roof.

The proposed HVAC units would also be required to comply with the City's Noise Ordinance standards within the LAMC. LAMC Section 112.02, prohibits any HVAC unit from exceeding the ambient noise level on any other occupied property by more than 5 dBA, as discussed in RCM-NO-3.

RCM-NO-3 (HVAC Noise): Pursuant to LAMC Section 112.02, no Project HVAC unit would exceed the ambient noise level on any other occupied property by more than 5 dBA.

As shown in Attachment E, Project HVAC noise would increase daytime noise levels at nearby sensitive receptors by 0.2 dB or less and nighttime noise levels by 1.1 dB or less. Thus, HVAC noise-related permanent increases in ambient noise levels would be less than 5 dB at the nearest sensitive receptors and would comply with LAMC Section 112.02 as part of RCM-NO-2. All other sensitive receptors would experience lower noise levels because they are further away. In addition, noise level increases of less than 5 dB would not be readily perceptible increases. Therefore, the potential noise effects from stationary equipment would be less than significant.

[19] Federal Highway Administration, FHWA Highway Traffic Noise Prediction Model, January 1, 1978.

6.3.4 Parking Structure Noise

The Project proposes enclosed automobile parking in a partially subterranean floor and part of the ground floor. As the parking is enclosed, sensitive receptors would be shielded from parking. Any short-lived instantaneous noise levels from the parking entrance and ramp would be similar to noise levels already occurring in the vicinity from on-street parking and existing parking lots and would not increase ambient average noise levels due to their short duration. Therefore, the Project's potential noise effects due to parking structure noise would be less than significant.

6.4 Vibration Analysis

6.4.1 Construction Vibration

The construction generates groundborne vibration when heavy equipment travels over unpaved surfaces or engages in soil movement; however, the ground surface dampens groundborne vibration over a short distance. The Project would not use impact pile driving and would use cast in drilled hole piles for the deep foundation of the Project building, which would result in lower vibration levels. As part of the Project, standard, industry-wide noise attenuation RCMs and construction "best practices" in urban or otherwise vibration-sensitive areas would be incorporated into the Project's construction activities.

PDF-NO-5 (Vibration Minimization): The Project contractor(s) shall not operate certain equipment within specified distances from off-site structures. Project plans shall specify the following restricted areas, noting that:

- No vibratory rollers shall operate within 20 feet of any off-site structure or within 23 feet of the church to the east at 4759 Hollywood Boulevard. Within this distance, a non-vibratory roller shall be used instead.
- No large bulldozers shall operate within 12 feet of any off-site structure or within 13 feet of the church to the east at 4759 Hollywood Boulevard. Within this distance, smaller equipment shall be used instead.
- No loaded trucks travelling on unpaved surfaces shall operate within 11 feet of any off-site structure or within 12 feet of the church to the east at 4759 Hollywood Boulevard.

PDF-NO-6 (Vibration Monitoring): Vibration monitoring shall be employed at the existing structure near the eastern property line (i.e., the church to the east at 4759 Hollywood Boulevard). The structure shall be surveyed and monitored for movement. Surveys and monitoring shall be conducted from within the Project Site and public right of way.

Prior to site preparation, the Applicant shall retain the services of an acoustical engineer or other qualified professional to develop and implement a structural monitoring program during construction. The performance standards of the structural monitoring program shall include the following:

- Documentation, consisting of video and/or photographic documentation of accessible and visible areas on the exterior of the affected building.

- A registered civil engineer, certified engineering geologist, or vibration control engineer shall review the appropriate vibration criteria for the identified vibration receptors, taking into consideration their age, construction, condition, and other factors related to vibration sensitivity in order to develop additional recommendations for the structural monitoring program.
- Vibration sensors shall be installed near the identified vibration receptors to monitor for horizontal and vertical movement. These sensors shall remain in place for the duration of site preparation, grading, excavation, deep foundation (cast in drilled hole pile) installation, building construction, and paving.
- The vibration sensors shall be equipped with real-time warning system capabilities that can immediately alert construction supervisors when monitored vibration levels approach or exceed threshold limits. The registered civil engineer, certified engineering geologist, or vibration control engineer shall determine the appropriate limits.
- Should an exceedance of vibration thresholds occur, work in the vicinity of the affected area shall be halted and the respective vibration receptor shall be inspected for any damage. Results of the inspection shall be logged. In the event that damage occurs, the damage shall be repaired in consultation with a qualified preservation consultant. In the event of an exceedance, feasible steps to reduce vibratory levels shall be undertaken, such as halting/staggering concurrent activities and utilizing lower-vibratory techniques.

As shown in Attachment E, with PDF-NO-4 and PDF-NO-5, Project construction would not exceed the respective criteria for potential building damage at the nearest buildings. All other buildings would experience lower vibration levels because they are further away. As the Project's vibration impacts would not result in structural damage, structural vibration impacts would be considered less than significant.

Regarding potential human annoyance, vibration levels would be the temporary and intermittent. In addition, RCM-NO-2 would ensure compliance with Section 41.40 of the LAMC, limiting construction to 7:00 a.m. to 9:00 p.m. on weekdays and 8:00 a.m. to 6:00 p.m. on Saturdays, thereby excluding hours when people typically sleep. Therefore, human annoyance vibration impacts would be considered less than significant.

6.4.2 Construction Traffic Vibration

In addition to noise from on-site operation of construction equipment, Project construction would potentially create vibration from off-site vehicular traffic. The primary source of potential vibration levels would be hauling truck trips. These truck trips would be limited to the hours of construction allowed by Section 41.40 of the LAMC, 7:00 a.m. to 9:00 p.m. on weekdays and 8:00 a.m. to 6:00 p.m. on Saturdays, as ensured by RCM-NO-2.

Vehicle traffic, including trucks, on smooth roadways rarely, if ever, results in perceptible vibration levels.[20] Most complaints about vibration from trucks are due to the rattling of windows or items

[20] California Department of Transportation, Transportation and Construction Vibration Guidance Manual, Report No. CT-HWANP-RT-20-365.01.01, April 2020.

affixed to walls, which is usually the result of airborne noise rather than groundborne vibration.[21] The Project's hauling trucks would use major roadways and freeways, which already carry large volumes of vehicle traffic, including trucks, and thus buildings and residents along the route would not be exposed to higher vibration levels than the low levels that they currently experience. The timing of truck hauling (i.e., 7:00 a.m. to 9:00 p.m. on weekdays and 8:00 a.m. to 6:00 p.m. on Saturdays, as noted above) would also avoid the hours when people typically sleep. Vibration from Project construction traffic would be far below the levels that could potentially damage buildings and would not create substantial human annoyance. Therefore, off-site vibration impacts from Project construction traffic would be less than significant.

6.4.3 Operational Vibration

After construction is complete, and the proposed mixed-use building is occupied, Project operations would be similar to surrounding uses and would not include any sources of substantial groundborne vibration. Therefore, groundborne vibration from Project operations would be further below applicable thresholds and less than significant.

6.5 Airport Noise

The Project Site is not located within two miles of a public airport or public use airport. The Project is not located in the vicinity of a private airstrip. The nearest airport to the Project Site is the Hollywood Burbank Airport, 7.0 miles away, to the northwest. Los Angeles International Airport is 11.8 miles away, to the southwest. The site does not fall into the land use plan area, influence area, or 65 dBA CNEL contour of any airport.[22] Therefore, the Project would not result in the exposure of residents or those working in the Project area to excessive noise levels from a private airstrip or public airport.

6.6 Conclusion

For all the foregoing reasons, the Project would comply with CCR Section 15332(d) in that it would not have a significant impact related to noise.

[21] U.S. Department of Transportation, Federal Transit Administration, Office of Planning and Environment, Transit Noise and Vibration Impact Assessment Manual, FTA Report No. 0123, September 2018.

[22] Los Angeles County Land Use Commission, Los Angeles County Airport Land Use Plan, December 19, 1991. Revised December 1, 2004.

7 Discussion of CCR Section 15332(d): Air Quality

Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.[23]

An Air Quality Impact Analysis was prepared for the Project (**Attachment F**)[24] to evaluate potential air quality impacts expected to result from the proposed Project, assessing the construction and operational phase impacts.

7.1 Construction

7.1.1 Air Quality Impacts

The Project's maximum daily emissions of criteria air pollutants during construction was estimated using the California Emissions Estimator Model (CalEEMod) 2022.1.1.23 provided by the Southern California Air Quality Management District (SCAQMD) for the purposes of evaluating air quality impacts of proposed projects. The CalEEMod output sheets are provided in Attachment F. Projects in the SCAQMD with daily emissions that exceed any of the following emission thresholds, shown in **Table 4, SCAQMD Daily Maximum Emissions Thresholds**, may be considered significant for purposes of an evaluation under CEQA.

Table 4
SCAQMD Daily Maximum Emissions Thresholds

Pollutant	Construction (lbs./day)	Operations (lbs./day)
ROG	75	55
NO_X	100	55
CO	550	550
SO_x	150	150
PM-10	150	150
PM-2.5	55	55
South Coast Air Quality Management District, SCAQMD Air Quality Significance Thresholds, Revision: March 2023.		

Construction emissions were modeled based on lot acreage, volume of soil exported, and the proposed building's gross building area, number of units, and number of parking spaces. The proposed commercial use was conservatively analyzed as a high turnover sit down restaurant. Soil export hauling trip length is estimated as 26.7 miles, based on the distance from the Project site to the Azusa Landfill and the proposed haul route. The following table summarizes the Project's maximum daily emissions estimated by CalEEMod for short-term construction. As shown in **Table 5, Maximum Daily Construction Emissions (pounds/day)**, the Project would not exceed SCAQMD significance thresholds for air quality impacts during construction.

23 Each of these topic areas (traffic, noise, air quality, and water quality) is discussed in its own section.
24 Envicom Corporation, 4773 Hollywood Project Mixed-Use Project Air Quality Impact Analysis, May 2024.

Table 5
Maximum Daily Construction Emissions (pounds/day)

Daily Emissions	ROG	NO_X	CO	SO_2	PM-10	PM-2.5
Construction[(a)]						
Max. Daily Construction Emissions	59.7	22.0	24.6	0.1	4.5	1.9
SCAQMD Thresholds	75	100	550	150	150	55
Significant Impact? Y/N	No	No	No	No	No	No

Source: Envicom Corporation, Air Quality Impact Analysis, May 2024 (Attachment F).
Maximum emissions reported for summer or winter season, whichever is greater.

[(a)] Construction emissions reflect required compliance with SCAQMD Rule 403 for applying water during grading to reduce dust.

Sensitive receptors are populations with the greatest sensitivity to air pollution exposure and include elderly, young children, the acutely and chronically ill, and persons engaged in strenuous work or exercise. As such, sensitive receptor land uses typically include residences, schools, childcare centers, nursing homes, and hospitals, but they may also include playgrounds and athletic facilities. The closest sensitive receptors that could potentially be subject to localized air quality impacts associated with construction of the proposed Project would be nearby residences because they may be occupied for extended periods, and residents may be outdoors when exposure is highest.

Localized Significance Thresholds (LSTs) were developed to evaluate ambient air quality on a local level in addition to the more regional emissions-based thresholds of significance. The LST methodology addresses specific emissions, namely oxides of nitrogen (NOx), carbon monoxide (CO), and particulate matter (PM-10 and PM-2.5). LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard, and they are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor.

For the proposed Project, LST impacts were evaluated using SCAQMD screening tables thresholds for a 1-acre site with a source-receptor distance of 25 meters, the most stringent parameters for which the screening tables provide thresholds. This evaluation is based on maximum daily onsite construction emissions that would occur during any phase of Project construction. Daily averages would be lower than the reported maximum amounts. The table below shows the relevant threshold and the estimated peak daily onsite emissions during the construction phases that would generate the highest level of onsite emissions for each pollutant evaluated for LST impacts. As previously described, the Project would be required to implement adequate watering of exposed surfaces during grading to reduce dust emissions to comply with SCAQMD Rule 403, Fugitive Dust. As shown in **Table 6, Project Related LST Evaluation**, the Project's maximum daily onsite construction emissions would not exceed the relevant LST screening table thresholds for LST-related criteria pollutants, and impacts would be less than significant.

Table 6
Project Related LST Evaluation

LST 1 acre/25 meters Central LA	Project LST Emissions (pounds/day)			
	NO_x	CO	PM-10	PM-2.5
Peak Onsite Daily Emissions	10.2	12.0	1.7	1.1
LST Threshold	**74**	**680**	**5**	**3**
Significant Impact? Yes/No	No	No	No	No

Source: Envicom Corporation, Air Quality Impact Analysis May 2024 (Attachment F).
Maximum emissions reported for any construction phase in summer or winter season, whichever is greater.
[(a)] Construction emissions reflect required compliance with SCAQMD Rule 403 for applying water during grading to reduce dust.

7.1.2 Toxic Air Contaminants

Exhaust particulates emitted from diesel powered equipment contain carcinogenic compounds, or toxic air contaminants (TACs). The construction program is estimated to last approximately 15-24 months, and measurable diesel TAC emissions from the proposed project would occur for only a brief period during construction activities that would require the onsite use of heavy-duty equipment. The toxicity of diesel exhaust is evaluated relative to a 24 hour per day, 365-day per year, 70-year lifetime exposure. The SCAQMD does not generally require the analysis of construction-related diesel emissions relative to health risk, due to the short period for which the majority of diesel exhaust would occur. Health risk analyses are typically assessed over a nine-, 30-, or 70-year timeframe, rather than for a relatively brief construction period, due to the lack of health risk associated with such a brief exposure. As such, potential impacts of construction of the proposed project due to TAC emissions would be less than significant.

7.1.3 Odors

A significant impact may occur if a project would create objectionable odors affecting a substantial number of people. However, objectionable odors are typically associated with manufacturing, industrial, or sewage treatment processes, while the proposed project is a mixed-use development with residential and commercial use components. Nevertheless, the SCAQMD's rules for odor compliance are mandated under the California Health and Safety Code, Section 41700, and they are also addressed in SCAQMD Rule 402. This rule on Public Nuisance states:

"A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals."

During construction, trash receptacles would be provided and covered and properly maintained in order to control odors, as required by law. Therefore, the potential for the Project to generate odors adversely affecting a substantial number of people during construction would be less than significant.

7.2 Operations

7.2.1 Air Quality Impacts

Following construction, emissions from operations of the Project would result from mobile sources, area sources, and energy sources. The following table summarizes the Project's maximum daily emissions estimated by CalEEMod for long-term operations. As shown in **Table 7, Maximum Daily Operations Emissions (pounds/day)**, the Project would not exceed SCAQMD significance thresholds for air quality impacts during operations.

Table 7
Maximum Daily Operations Emissions (pounds/day)

Daily Emissions	ROG	NO_X	CO	SO_2	PM-10	PM-2.5
Winter						
Mobile	1.6	1.1	11.9	0.03	2.5	0.6
Area	2.9	0.1	6.6	0.00	0.0	0.0
Energy	0.0	0.3	0.2	0.00	0.0	0.0
Total	**4.5**	**1.4**	**18.7**	**0.03**	**2.5**	**0.7**
Summer						
Mobile	1.6	1.2	11.1	0.03	2.5	0.6
Area	2.2	0.0	0.0	0.00	0.0	0.0
Energy	0.0	0.3	0.2	0.00	0.0	0.0
Total	**3.7**	**1.4**	**11.3**	**0.03**	**2.5**	**0.7**
SCAQMD Thresholds	55	55	550	150	150	55
Significant Impact? Y/N	No	No	No	No	No	No

Source: Envicom Corporation, Air Quality Impact Analysis May 2024 (Attachment F).

Totals may not add due to rounding.

7.2.2 Toxic Air Contaminants

As a mixed-use project consisting of residential uses and a small, 2,596 square foot commercial use, the Project would not be expected to generate a substantial quantity of diesel truck trips during operations. As such, potential impacts of operation of the proposed Project due to TAC emissions would be less than significant.

7.2.3 Odors

A significant impact may occur if a project would create objectionable odors affecting a substantial number of people. The Project would be connected to municipal waste treatment utility infrastructure and does not propose any onsite wastewater treatment facilities. During operations, separate trash and recycling bins would be required and provided, which would be emptied regularly for disposal. The Project would comply with California Health and Safety Code, Section 41700 and SCAQMD Rule 402. Therefore, the potential for the Project to generate odors adversely affecting a substantial number of people during construction would be less than significant.

7.3 Conclusion

For all the foregoing reasons, the Project would comply with CCR Section 15332(d) in that it would not have a significant impact related to air quality.

8 Discussion of CCR Section 15332(d): Water Quality

Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.[25]

The proposed infill development would construct a new mixed-use residential and commercial building on the currently vacant property. The Project Site is currently vacant, with little impervious surface area. Water supplies and wastewater treatment services would be provided by existing utilities that serve existing uses in the Project vicinity and previously served the commercial land use on the Project Site. There are no onsite water wells, and the Project does not propose onsite groundwater extraction to serve future uses and does not propose on-site wastewater treatment. The Project proposes to construct a mixed-use residential and commercial building, which would not be anticipated to generate, store, or dispose of substantial quantities of hazardous materials that could affect water quality. The Project geotechnical report, on file with the City,[26] states that exploratory borings encountered groundwater as seepage at depths of 33 and 42 feet and that finite zones of groundwater should be expected in the area. As discussed in the Phase I Environmental Site Assessment (ESA) Report prepared for the Project by Citadel EHS,[27] and on file with the City, the Project Site is not associated with or near a hazardous materials cleanup site or other conditions that could cause groundwater contamination. Stormwater runoff that currently leaves the site by sheet flow to the adjacent streets is conveyed via stormdrain inlets to the existing stormdrain system.

8.1 Construction

Pursuant to Municipal Code Section 91.106.4.1(15), to obtain grading and/or building permits, the Project would be required to incorporate Best Management Practices (BMP) during construction as necessary to control stormwater pollution in accordance with the "Development Best Management Practices Handbook, Part B Planning Activities."[28] Also pursuant to this code section, the applicant must, 1) provide a signed and recorded covenant and agreement that the BMPs necessary to control stormwater pollution shall be installed and/or constructed and maintained in proper working condition at all times, and 2) submit plans with specifications showing compliance with the Standard Urban Stormwater Mitigation Plan or Site Specific Mitigation Plan.[29] These applicable regulations would ensure the Project would not have a significant adverse water quality effect during construction.

8.2 Operations

The Project will be required to comply with Ordinance No. 172,176 (Los Angeles Municipal Code Section 64.70 et seq.) and Ordinance No. 173,494 (Los Angeles Municipal Code Section

25 Each of these topic areas (traffic, noise, air quality, and water quality) is discussed in its own section.

26 Geotechnologies, Inc., Geotechnical Engineering Investigation: Proposed Residential Development: 4773 Hollywood Boulevard, Los Angeles California, April 4, 2023.

27 Citadel EHS, Phase 1 Environmental Site Assessment Report: 47773 Hollywood Boulevard Los Angeles, California 90027, March 23, 2023

28 City of Los Angeles, Development Best Management Practices Handbook, Low Impact Development Manual, Part B, Planning Activities, 4th Edition, June 2011.

29 It should be noted that although the names of these plans include the word "mitigation", they are standard regulatory compliance and not a CEQA mitigation required to reduce a significant impact.

91.106.4.1 and 64.72) that specify Stormwater and Urban Runoff Pollution Control requirements including the application of BMPs, as applicable. The Project will also be required to comply with Chapter IX, Division 70 of the Los Angeles Municipal Code that addresses grading, excavations, and fills, as applicable.

Stormwater runoff pollution from construction and operations of redevelopment Projects are regulated by the City's Municipal Code Section 64.72 Stormwater Pollution Control Measures for Development Planning and Construction Activities. Pursuant to Section 64.72, the Project would be required to comply with specifications for integration of Low Impact Development (LID) strategies, and BMP alternatives identified in the Development Best Management Practices Handbook adopted by the City Board of Public Works.

Pursuant to Municipal Code Section 91.106.4.1(14), the Department of Building and Safety shall require applicants, as a condition for issuing a grading or building permit, to incorporate into the plan documents BMPs during construction necessary to control stormwater pollution from sediments, erosion, and construction materials leaving the construction site. Such requirements shall be in accordance with the provisions contained in the "Development Best Management Practices Handbook, Part A Construction Activities,"[30] adopted by the City as authorized by Section 64.72 of the Los Angeles Municipal Code. These applicable regulations would ensure the Project would not have a significant adverse water quality effect during operations.

8.3 Conclusion

For all the foregoing reasons, the Project would comply with CCR Section 15332(d) in that it would not have a significant impact related to water quality.

[30] City of Los Angeles, Development Best Management Practices Handbook, Part A, Construction Activities, September 29, 2004.

9 Discussion of CCR Section 15332(e): Public Services and Utilities

The site can be adequately served by all required utilities and public services.[31]

9.1 Fire Protection

The City is served by the Los Angeles Fire Department (LAFD) and Section 20 of the Los Angeles City Charter states that the LAFD's duty is to control and extinguish injurious or dangerous fires, all ordinances and laws relating to prevention and spread of fires, fire control, and fire hazards within the City, and conduct fire investigation and protect lives and property in case of disaster or public calamity. The City of Hayward v. Board of Trustees of the California State University (2015) ruling states that the need for additional fire protection services or delayed response times are not themselves environmental impacts and the concern of CEQA is the potential physical impact of new facilities. The LAFD considers fire protection services for a project to be adequate if a project is within the maximum response distance for the land use proposed. Pursuant to LAMC Section 57.507.3.3, the desired maximum response distance between high density residential and commercial neighborhoods and a LAFD fire station that houses an engine company is 1.5 miles and for a LAFD fire station that houses a truck company it is 2.0 miles.

The Project is infill development, as the Project Site is surrounded by existing urban development, and the Project Site is currently vacant. The existing land uses surrounding the Project Site are commercial and residential. The station is currently serving the Project Site is Station 35 located approximately 0.5 driving miles east at 1601 North Hillhurst Avenue.[32] Since the Project is served by an LAFD station within 0.5 miles, the Project complies with LAMC maximum response distance. Other stations within the vicinity of the Project Site include Station 82 (1.3 miles west), which are well within the 1.5-mile and 2.0-mile distances specified by LAMC Section 57.507.3.3. Also, Station 56 (2.2 miles east), would provide additional LAFD coverage. The distances indicate that existing fire services at the Project location would be sufficient during construction and operation of the Project, and construction of additional facilities would not be required.

The Project would be required to submit plans to LAFD for review and approval of all fire prevention and safety features. These requirements include provision of adequate street widths and access to the building, fire flow and pressure, onsite fire suppression equipment such as sprinklers and fire extinguishers, and emergency escape egress routes, compliant with City Code, which will routinely be reviewed during City Department of Building and Safety's plan check process, prior to construction of the Project. Based on the close proximity of multiple LAFD stations and required compliance with City code and LAFD site plan review requirements, construction and operation of the Project would not require new construction or expansion of existing fire stations. If the number of incidents in a given area increases, it is the LAFD's responsibility to assign new staff and equipment, and potentially build new or expanded facilities, as necessary, to maintain adequate levels of service. In conformance with the California

31 Each of these topic areas (public services [fire, police, schools, parks, libraries] and utilities [wastewater, water, solid waste]) are discussed in their own section.

32 Los Angeles Fire Department, Find Your Station, Accessed on March 8, 2024 at: https://www.lafd.org/fire-stations/station-results

Constitution Article XIII, Section 35(a)(2) and the City of Hayward v. Board of Trustees of the California State University (2015) ruling, the City has and will continue to meet its legal obligations to provide adequate public safety services, including fire protection and emergency medical services and potential impacts to human beings would not occur. Therefore, the Project would be adequately served by the LAFD.

9.2 Police Protection

The City is served by the Los Angeles Police Department (LAPD) West Bureau. The Northeast Community Police Station is located at 3353 San Fernando Road approximately 3.7 driving miles northeast of the Project Site.[33] Emergency calls for police assistance are prioritized based on the nature of the call. Unlike fire protection services, police units are most often in a mobile state patrolling; hence, the distance between a headquarters facility and the location of a particular emergency does generally not determine response times. Instead, the number of police officers on the street is more directly related to the realized response time.

9.2.1 Construction

During construction, the Project Site could potentially attract trespassers and/or vandals that could result in unsafe conditions for the public. Due to the temporary nature of Project construction and the relatively small size of the construction project for a large city such as Los Angeles, such potential impacts would not require the construction or expansion of police facilities to serve the site or maintain service response times. The LAMC requires the placement of temporary walls surrounding vacant lots and requires the Applicant to maintain the temporary construction walls (includes fences or barriers) free from graffiti (LAMC Chapter 1, Section 14.4.17). Compliance with LAMC regulatory requirements would reduce construction impacts to police services to less than significant.

9.2.2 Operation

The Project would be located on a vacant, infill site and construct a six-story, 86-unit mixed-use development with 2,596 square feet of ground floor commercial space. The Project would provide lighting along the perimeter, driveway entrances, and within the parking structure for safety and security. Additionally, the Project would be required to submit plans to LAPD for review and approval. As such, existing police services would adequately serve the Project.

9.3 Schools

The Project is served by the following Los Angeles Unified School District (LAUSD) schools:[34]

- Los Feliz Science/Tech/Engineer/Math/Medicine Magnet School (Kindergarten to 5th grade) at 1740 North New Hampshire Avenue

33 Los Angeles Police Department, Find Your Local Police Station, Accessed on March 8, 2023 at: https://www.lapdonline.org/find-your-local-police-station/

34 Los Angeles Unified School District, Resident School Finder, Accessed on March 7, 2024 at: https://rsi.lausd.net/ResidentSchoolIdentifier/

- Thomas Starr King Middle School Magnet: Film and Media (6th to 8th grade) at 4201 Fountain Avenue
- John Marshall Senior High School (9th to 12th grade) at 3939 Tracy Street

The Project would introduce 86 residential units. The Project would include 11 studio units, 63 one-bedroom units, and 12 two-bedroom units. **Table 8, Student Generation**, summarizes the anticipated number of new students to be generated by the Project based on student generation factors.

Table 8
Student Generation

Land Use	Units	Student Generation per Grade Level					
		Elementary K-5		Middle School 6-8		High School 9-12	
		Rate [(a)]	Students	Rate [(a)]	Students	Rate [(a)]	Students
Residential	86	0.1953	**17**	0.0538	**5**	0.1071	**9**
					Total Students		**31**
(a) Los Angeles Unified School District, 2022 Developer Fee Justification Study, Table 3, March 2022.							

As shown in the table above, the Project would generate approximately 17 elementary school students, five middle school students, and nine high school students, for a total of approximately 31 students. In accordance with Senate Bill 50 (SB 50), the applicant will be required to pay mandatory developer fees to offset the proposed Project's demands upon local schools. Pursuant to Government Code Section 65995, the development fees authorized by SB 50 are deemed to be "full and complete school facilities mitigation." Therefore, impacts related to school facilities would be less than significant.

9.4 Parks

The City of Los Angeles Department of Recreation and Parks (LADRP) manages all municipally owned and operated recreation and park facilities within the City. The LADRP has four park facilities within a one-mile radius of the Project Site and 154 park facilities within a five-mile radius. The LADRP facilities would provide a variety of recreation opportunities, which would be available to future residents of the Project. The Project would increase the number of residents and employees at the Project Site. However, employees do not typically frequent parks or recreation centers during work hours, but are more likely to use facilities near their homes during non-work hours. Additionally, the Project would provide facilities such as decks, courtyards, a spa, a gym, and recreational rooms which would reduce the need for off-site recreational services. The Public Recreation Plan recommends the goals of 2.0 acres each of neighborhood and community recreational sites and facilities per 1,000 residents, and 6.0 acres of regional recreational sites and facilities per 1,000 residents. The City adopted a Park Fee Ordinance that requires residential projects to pay park fees to fund development of park and recreational facilities. By providing on-site recreational facilities and payment of applicable fees, the Project would adequately be served by the LADRP.

9.5 Other Public Facilities

The City of Los Angeles Public Library (LAPL) maintains Los Feliz Branch Library, which is located approximately 0.7 miles northeast of the Project Site at 1874 Hillhurst Avenue. Further, the Project's 86 households would be 0.006% of the City's households in 2026 and 0.005% of the City's households in 2045. Therefore, the addition of 86 new dwelling units within the Project area would not be expected to generate a volume of demand on existing library services that would necessitate LAPL's construction of new or expanded library facilities to continue to serve the public. Further, as discussed above, the Project growth is within SCAG and City projections, which are used for facility planning by LAPL. As such, LAPL would adequality provide library services to the Project.

9.6 Wastewater

In accordance with LAMC 64.11(3), the City of Los Angeles assesses a Sewer Facilities Charge (SFC) to access the City's sewage system. The fee is based upon a share of equity in the system, tied to individual parcels of land, and based on improvements to each parcel. The SFC is collected by the Bureau of Engineering for the Bureau of Sanitation, which manages the City's sewer system, and is used to pay for sewer infrastructure improvements. The SFC is due when construction and use triggers a net increase in flow and or sewage strength. A sewer assessment is generally not required unless a Project is expected to generate at least 10,000 gallons per day of sewage. If the City requires a sewer assessment, the City would evaluate whether sufficient capacity exists and if necessary, recommend alternative connection points or solutions to ensure sufficient capacity and a less than significant impact. The potential impacts smaller projects may have on the sewer system are accounted for in the equity share system and the proportional SFC, which is collected at the time of permitting.

Los Angeles Sanitation would serve the Project site and operates more than 6,700 miles of public sewers that convey flow from residences and businesses to the City's four wastewater treatment and water reclamation plants. Wastewater generated from the Project site would be conveyed to the Hyperion Water Treatment Plant. Currently an average wastewater flow rate of nearly 275 million gallons per day (mgd) is generated in the system. The Hyperion Water Treatment Plant has the capacity to treat 450 mgd, and therefore has excess capacity of approximately 175 mgd.[35] A SCAR for the Project was sent to the City Bureau of Engineering (BOE). The BOE responded that the required capacity is approved.[36] The SCAR completed for the Project calculated the estimated flow rate for the Project, provided in the **Table 9, Project Wastewater Demand**.

35 LA Sanitation and Environment, Hyperion Water Reclamation Plant, Accessed on March 6, 2024 at: https://www.lacitysan.org/san/faces/wcnav_externalId/s-lsh-wwd-cw-p-hwrp-tp?_adf.ctrl-state=nxyypbczq_292&_afrLoop=2658664003008522 1#!

36 City of Los Angeles, Bureau of Engineering, 4773 W Hollywood Blvd, Sewer Capacity Availability Request (SCAR), January 8, 2024.

Table 9
Project Wastewater Demand

Type of Use	Size or Units	Demand Rate	Wastewater Demand (gpd)
Proposed			
Residential: Apt. – Bachelor	63 DU	75 gpd/DU	4,725
Residential: Apt. – 1 Bedroom	12 DU	110 gpd/DU	1,320
Residential: Apt. – 2 Bedroom	11 DU	150 gpd/DU	1,650
Retail Area (Less than 100,000 sf)	2,596 sf	25 gpd/1,000 sf	65
		Total Wastewater Generation	**7,760**

(a) City of Los Angeles Source: Wastewater generation rates from City of Los Angeles, Bureau of Engineering, 4773 W Hollywood Blvd, Sewer Capacity Availability Request (SCAR), January 8, 2024.
Notes: DU = dwelling unit, gpd = gallons per day, sf = square feet

As shown in the table above, the increase in wastewater generation resulting from the proposed Project is 7,760 gpd, which is 0.004 percent of the excess treatment capacity at Hyperion Water Treatment Plant. Based on the SCAR flow rate estimated for the Project, Hyperion Water Reclamation Plant would have sufficient capacity for the Project. Therefore, potential impacts to the sewer system are considered less than significant.

9.7 Water

According to the Los Angeles Department of Water and Power (LADWP) 2020 Urban Water Management Plan (UWMP), sufficient water supplies will be available for average weather years through the Year 2045 with existing passive conservation, as well as for a sequence of multiple dry years.[37] The UWMP projects average weather year water supplies for the year 2025 (the closest forecast year to the assumed Project opening year of 2026) to be 642,600 acre-feet per year.[38] LADWP serves over four million residents with 733,900 active service connections.[39] The Project's addition of 86 residential units is within a served area of the City and would fall within growth projections for the City. According to the SCAG 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS or Plan) Demographics & Growth Forecast, the population of the City of Los Angeles in 2016 was 3,933,800 with 1,367,000 households in the City and these values are projected to increase to 4,777,300 people in 1,793,000 households in 2045.[40] An interpolation of these values for the Project opening year of 2026 yields a 4,224,662 people in 1,513,897 households. The Project's additional 86 households would be 0.006% of the households in 2026 and 0.005% of the households in 2045. The Project would, therefore, not require specific studies to determine feasibility. Project fees collected at the time of permitting will contribute to maintenance and expansion of the water system, and Project impacts are considered less than significant.

The LADWP would serve as the potable water purveyor to the Project site. The Project would operate a new six-story mixed use building with 86 dwelling units, retail area, and retail lobby

37 LADWP, Urban Water Management Plan 2020, May 25, 2021.

38 Ibid.

39 LADWP, Facts and Figures, Accessed on October 16, 2023 at: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-factandfigures?_adf.ctrl-state=k0d2avtmg_17

40 Southen California Association of Governments (SCAG), 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS or plan), Demographics & Growth Forecast Appendix.

area. Based on these characteristics, water demand is provided in **Table 10, Project Water Demand**.

Table 10
Project Water Demand

Type of Use	Size or Units	Demand Rate [a]	Water Demand (gpd)
Proposed			
Residential: Apt. – Bachelor	63 DU	90 gpd/DU	5,670
Residential: Apt. – 1 Bedroom	12 DU	132 gpd/DU	1,584
Residential: Apt. – 2 Bedroom	11 DU	180 gpd/DU	1,980
Retail Area (Less than 100,000 SF)	2,596 sf	30 gpd/1,000 sf	78
		Total Water Generation	**9,312**

(a) Demand Rate for Water is increased by 120 percent of wastewater generation rates. Wastewater generation rate is from City of Los Angeles, Bureau of Engineering, 4773 W Hollywood Blvd, Sewer Capacity Availability Request (SCAR), January 8, 2024.
Notes: DU = dwelling unit, gpd = gallons per day, sf = square feet

As shown in Table 10 above, the increase in water demand resulting from the Project would be 9,312 gallons per day (gpd) or 10.43 acre-feet per year (AFY), which is approximately 0.002 percent of LADWP's projected water demand for the year 2025. Based on the availability of water supplies indicated in the UWMP, the LADWP would have sufficient water supply to serve the Project and reasonably foreseeable future development accounted for in the UWMP. A will-serve letter will be sought from LADWP to confirm that water requirements for the Project are accounted for in planned growth of the water supply system. The Project has also received a response to the Service Advisory Request (SAR) form from LADWP, included in **Attachment G**, Utilities Documents, which confirms that local water infrastructure has sufficient fires service pressure flow to accommodate the Project and improvements to water mains and hydrants would not be required. Therefore, the Project impacts are considered less than significant.

9.8 Solid Waste

Solid waste generated within the City is recycled, reused, and transformed at waste-to-energy facilities or disposed of at landfills. The Central Los Angeles Recycling & Transfer Station (CLARTS) would serve the Project Site. The CLARTS is permitted to accept 4,025 tons per day of waste and is managed by LA Sanitation. The CLARTS accepts municipal solid waste and recyclables, but not construction and demolition waste. The CLARTS is permitted to accept 4,025 tons per day (tpd) of waste and currently accepts 2,500 tpd,[41] resulting in a remaining daily capacity of 1,525 tpd. In Los Angeles, a Citywide Construction and Demolition (C&D) Waste Recycling Ordinance requires that all mixed C&D waste generated within city limits be taken to City certified C&D waste processors. The closest City certified C&D processor is American Reclamation located at 4560 Doran Street.[42]

41 Los Angeles Sanitation and Environment, CLARTS Facts and Service, Accessed on March 6, 2024 at: https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-cl/s-lsh-wwd-s-cl-fs?_adf.ctrl-state=wple8xbj3_151&_afrLoop=26594917708585451#!

42 City of Los Angeles, LA Sanitation & Environment, Construction & Demolition Recycling Accessed on March 6, 2024 at: https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-r/s-lsh-wwd-s-r-cdr?_afrLoop=6031675065301585&_afrWindowMode=0&_afrWindowId=null&_adf.ctrl-state=11sreksgmh_1#!%40%40%3F_afrWindowId%3Dnull%26_afrLoop%3D6031675065301585%26_afrWindowMode%3D0%26_adf.ctrl-state%3D11sreksgmh_5.

9.8.1 Construction

The Project is located on a vacant, infill site that would not require demolition. The Project would construct a six-story building with approximately 135,616 sf of gross building area for residential, commercial and parking use. Estimated Project-generated construction waste is provided in **Table 11, Construction Solid Waste Generation**.

Table 11
Construction Solid Waste Generation

Type of Use	Size (sf)	Generation Rate (lbs/sf) [a]	Total Waste (pounds)	Total Waste (tons)
Construction				
Mixed-Use	135,616	4.39	595,354	298
Diversion of 65% for Recycling [b]				193
Total Construction Waste for Landfill Disposal				**105**

[a] United States Environmental Protection Agency (US EPA), Office of Resource Conservation and Recovery, Report No. EPA530-R-09-002, Estimating 2003 Building-Related Construction and Demolition Materials Amount. Table 2-1.

[b] Required by LAMC, Sections 99.04.408.1 and 66.32.

Notes: lbs = pounds, sf = square feet

In accordance with the LAMC (Section 99.04.408.1, Construction and Demolition), the Project would require construction waste diversion of at least 65 percent in accordance with CALGreen (Section 5.408, for non-residential construction).[43] As shown in the table above, construction of the Project would generate a total of 105 tons of waste for landfill disposal, which would be disposed over a projected 322 days of construction, resulting in approximately 0.33 tpd of waste. This would represent approximately 0.02 percent of the permitted remaining daily capacity of CLARTS. Therefore, construction waste would comply with recycling requirements and solid waste disposal from construction activities would be less than significant.

9.8.2 Operation

Future residents and employee of the mixed-use building would generate solid waste typical of residential and commercial uses. **Table 12, Operational Solid Waste Generation** shows waste generated from operation of the Project.

[43] California Building Standards Commission, California Green Building Standards Code, Chapter 5: Non-Residential Mandatory Measures, Section 5.408.1 Construction Waste Management.

Table 12
Operational Solid Waste Generation

Type of Use	Number of Households/ Employees	Generation Rate (lbs/household/day, lbs/employee/day) [a]	Total Waste (lbs/day)	Total Waste (tpd)[b]
Proposed				
Operations				
Residential	86	12.23	1,052	0.52
Commercial (e.g., Restaurant Retail)	10 [c]	10.53	105	0.05
Total Operations Waste Generation			**1,157**	**0.57**
Diversion of 50% for Recycling [d]			578.5	0.285
Total Operational Waste for Landfill Disposal			**578.5**	**0.285**

[a] City of Los Angeles, L.A. CEQA Thresholds Guide, 2006. p. M 3-2.
[b] Numbers may appear to sum incorrectly due to rounding.
[c] Gibson Transportation Consulting, Inc., Transportation Assessment for 4773 Hollywood Boulevard, Hollywood, California, May 2024.
[d] Required by LAMC, Section 99.04.408.1 and 66.32.
Notes: lbs = pounds, tpd = tons per day

As shown in the table above, residential uses are estimated to generate 12.23 pounds per household per day and commercial uses are estimated to generate 10.53 pounds per employee per day. Based on residential population of 86 households and a workforce of 10 employees, the Project would result in a total solid waste generation of approximately 1,157 pounds per day prior to recycling diversion. Diversion of 50 percent of the solid waste stream for recycling would result in a total of 578.5 pounds per day (0.285 tpd) to be disposed in landfills. This would represent approximately 0.02 percent of the permitted remaining daily capacity of CLARTS. The Project would generate solid waste typical of residential and commercial uses and would comply with applicable federal, state, and local laws, statutes, and ordinances regarding the proper disposal of solid waste. Therefore, operational waste would comply with recycling requirements and solid waste disposal from operational activities would be less than significant.

9.9 Conclusion

For all the foregoing reasons, the Project would comply with CCR Section 15332(e) in that there would be adequate utilities and public services available to the Project Site.

10 Guideline 15300.2. Exceptions: (a) Location

Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply [to] all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

The Project is seeking a Class 32 Exemption, not a Class 3, 4, 5, 6, or 11 exemption. The Project is within an in-fill urban area of the City. There is no specific sensitive environmental condition that could occur nor environmental resource of hazardous or critical concern at the Project Site.

Therefore, this exception to a categorical exemption for the Project does not apply.

11 Guideline 15300.2. Exceptions: (b) Cumulative Impact

All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

Project proposes an infill development of residential uses in an area with existing residential, commercial, and institutional structures and uses within the immediate vicinity. The Project proposes to create 86 new housing units on the vacant site. This is a small fraction of a percent net increase in the City's housing supply, and a small percentage of buildout of the City as projected in the RTP/SCS (i.e., an extensive cumulative project set). As noted in the utilities and public services section above, the Project's additional 86 households would be 0.006% of the City's households in 2026 and 0.005% of the City's households in 2045. Further, the Project would not promote substantial growth in population or use of resources or City services beyond what has been anticipated and accounted for in existing growth projections. Therefore, the proposed development would not be expected to result in a cumulatively considerable contribution to impacts involving other past, present, or future projects in the area.

The Project Transportation Assessment identified 11 Related Projects that are proposed, approved, or under construction in the vicinity of the Project. The Related Projects are shown in **Table 13, Related Projects**.

Table 13
Related Projects

No.	Name	Address	Description
1	Select at Los Feliz (Mixed-Use)	4850 W. Hollywood Blvd	101 apartments & 10,000 sf restaurant
2	Hardware Store	4905 W. Hollywood Blvd	36,600 sf retail
3	4900 Hollywood Mixed-Use	4900 W. Hollywood Blvd	200 apartments and 25,000 sf retail
4	Kaiser Permanente Los Angeles Medical Center	4760 W. Sunset Blvd	179,688 medical office & 2,300 sf retail
5	City Lights Mixed-Use	1515 N. Hillhurst Ave	202 apartments, 5,350 sf retail, 5,050 sf restaurant, & 3,025 sf coffee/donut shop
6	Hospital Seismic Retrofit	1300 N. Vermont Ave	Replace existing hospital and ancillary uses with 30,933 sf office
7	Vermont Mixed-Use	1666 N. Vermont Ave	130 apartments & 13,400 sf grocery store
8	Residential	4649 W. Maubert Ave	153 apartments
9	Vermont & Sunset Mixed-Use	1401 N. Vermont Ave	177 apartments & 3,000 sf commercial
10	New Hampshire Residential	1317 N. New Hampshire Ave	92 apartments
11	Virgil MOB (Hollywood Presbyterian MC)	1318 N. Lyman Pl	10,780 sf medical office

Source: Gibson Transportation Consulting, Inc., Transportation Assessment for 4773 Hollywood Boulevard, Hollywood, California, May 2024.
Notes: sf = square feet, MOB = medical office building

11.1 Transportation

11.1.1 Plans, Programs, Ordinance, or Policies (TAG Threshold T-1)

As discussed in the Transportation Assessment included as Attachment C, the Project is consistent with the City of Los Angeles plans and policies listed in Table 2.1-1 of the TAG along with the described documents above; therefore, the Project would not result in a significant impact. In addition to potential Project-specific impacts, the TAG requires that the Project be reviewed in combination with nearby Related Projects to determine if there may be a cumulatively significant impact resulting from inconsistency with a particular program, plan, policy, or ordinance. In accordance with the TAG, the cumulative analysis must include consideration of any Related Projects within 1.0 miles of the Project Site and any transportation system improvements in the vicinity. A list of Related Projects located within 1.0 miles of the Project Site and 0.25 miles of the farthest outlying study intersection is provided in Attachment C.

No Related Projects are located along the same block of the Project Site. Each of the Related Projects considered in this cumulative analysis of consistency with programs, plans, policies, and ordinances would be separately reviewed and approved by the City, including a check for their consistency with applicable policies. Therefore, the Project, together with the Related Projects detailed previously, would not create inconsistencies nor result in significant cumulative impacts with respect to the identified programs, plans, policies, and ordinances.

11.1.2 VMT (TAG Threshold T-2.1)

Cumulative effects of development projects are determined based on the consistency with the air quality and GHG reduction goals of the RTP/SCS in terms of development location, density, and intensity. The RTP/SCS presents a long-term vision for the region's transportation system through Year 2045 and balances the region's future mobility and housing needs with economic, environmental, and public health goals.

As detailed in the TAG, for projects that do not demonstrate a project impact by applying an efficiency-based impact threshold (i.e., household VMT per capita or work VMT per employee) in the project impact analysis, a less than significant impact conclusion is sufficient in demonstrating there is no cumulative VMT impact, as those projects are already shown to align with the long-term VMT and GHG goals of the RTP/SCS.

As described previously, the Project would not result in a significant VMT impact. Further, the Project would be designed to further reduce single occupancy trips to the Project Site by implementing TDM strategies including the provision of bicycle parking per the LAMC as Project design features. Therefore, the cumulative impact related to VMT from successive projects of the same type in the same place over time would not be significant, and no further evaluation or mitigation measures would be required.

Furthermore, the Project Site is well-served by Metro rail and various local bus lines and would contribute to the productivity and use of the regional transportation system. The Project would provide both housing and commercial uses near transit and encourage active transportation by providing new bicycle parking infrastructure, in line with RTP/SCS goals. Thus, the Project would

encourage a variety of transportation options and would be consistent with the RTP/SCS goal of maximizing mobility and accessibility in the region.

11.1.3 Induced Automobile Travel (TAG Threshold T-2.2)

The Project would not induce substantial VMT by increasing vehicular capacity on the roadway network, such as the addition of through traffic lanes on existing or new highways, including general purpose lanes, high-occupancy vehicle lanes, peak period lanes, auxiliary lanes, and lanes through grade-separated interchanges. The Project is not a transportation project that would create capacity-induced automobile travel. Therefore, the cumulative impact due to induced automobile travel from successive projects of the same type in the same place over time would not be significant.

11.1.4 Transportation Hazards (TAG Threshold T-3)

In addition to potential Project-specific impacts, the TAG requires that the Project be reviewed in combination with Related Projects with access points along the same block as the Project to determine if there may be a cumulatively significant impact. As detailed in Attachment C, Section 4A, there are no Related Projects proposed with access points along the same block as the Project. The Project driveway and Related Project access points would be designed according to the City's guidelines and would be placed at a distance to provide adequate pedestrian refuge areas and to limit potential vehicle conflicts. Therefore, the cumulative impacts that would substantially increase hazards due to geometric design features, including safety, operational, or capacity impacts from successive projects of the same type in the same place over time would not be significant. Further review of the cumulative traffic conditions with the addition of Project and Related Project traffic is provided in Attachment C.

11.2 Noise

The closest related projects have already been constructed and therefore cumulative construction noise and vibration impacts from successive projects of the same type in the same place over time would not occur. As shown in Attachment E, cumulative operational traffic noise increases on Berendo Street would be 1.3 dB and 1.6 dB. These noise level increases would be less than 3 dB and would not be perceptible to the human ear in a typical outdoor environment. Cumulative noise level increases on other roadways would be 0.2 dB or less, which would not be a perceptible increase to the human ear, even in a controlled laboratory environment. In addition, those increases would be due to the related projects and not the Project. Therefore, the cumulative operational noise impacts from successive projects of the same type in the same place over time would not be significant. The Project would not include sources of substantial operational vibration and therefore Project operational vibration impacts would not be cumulatively considerable and the cumulative operational vibration impacts from successive projects of the same type in the same place over time would not be significant.

11.3 Air Quality

The SCAQMD guidance for evaluation of cumulative impacts under CEQA[44] states that "As Lead Agency, the AQMD uses the same significance thresholds for project-specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR" Further, the SCAQMD guidance states that "Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant." SCAQMD recommends that public agencies perform cumulative impact analyses for air quality in the same manner as SCAQMD. As such, a project that does not exceed the emissions thresholds as shown previously and would not have a cumulatively considerable net increase of any criteria pollutant. Therefore, pursuant to the SCAQMD's methodology, the Project's contribution to cumulative construction period and operational period criteria pollutant emissions and LST impacts would not be cumulatively considerable. Thus, the cumulative air quality impacts from successive projects of the same type in the same place over time would not be significant.

11.4 Water Quality

The Project, in combination with these Related Project would have the potential to have a cumulative effect on water quality, prior to regulatory compliance. As with the Project, all Related Projects would be required to comply with regulations controlling water quality during construction and operations and therefore, cumulative impacts to water quality from successive projects of the same type in the same place over time would not be significant.

11.5 Public Service

11.5.1 Fire Protection

The Project, in combination with these Related Project would have the potential to have a cumulative effect on the LAFD fire services through increased demands for additional LAFD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., property taxes, government funding, and developer fees) to which the Project and Related Projects would contribute. Similar to the Project, the Related Projects would be subject to the Fire Code and other applicable regulations of the LAMC. Through the process of compliance with existing regulations and LAMC, the ability of the LAFD to provide adequate facilities to accommodate future growth and maintain acceptable levels of service would be ensured. Moreover, if the number of incidents in a given area increases, it is the LAFD's responsibility to assign new staff and equipment, and potentially build new or expanded facilities, as necessary, to maintain adequate levels of service. In conformance with the California Constitution Article XIII, Section 35(a)(2) and the City of Hayward v. Board of Trustees of the California State University

44 South Coast Air Quality Management District, White Paper on Potential Control Strategies to Address Cumulative Impacts From Air Pollution Appendix D, August 2003.

(2015) ruling, the City has and will continue to meet its legal obligations to provide adequate public safety services, including fire protection and emergency medical services and would not occur.

Therefore, the cumulative impact to fire protection from successive projects of the same type in the same place over time would not be significant.

11.5.2 Police Protection

The Project, in combination with these Related Project would have the potential to have a cumulative effect on the LAPD police services. Specifically, there would be an increased demand for additional LAPD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., sales taxes, government funding, and developer fees), to which the Project and Related Projects would contribute. Similar to the Project, the Related Projects would be subject to the review and oversight of the LAPD related to crime prevention features, and other applicable regulations of the LAMC. Through the process of compliance with existing regulations and LAMC, the ability of the LAPD to provide adequate facilities to accommodate future growth and maintain acceptable levels of service would be ensured. Moreover, if the number of incidents in a given area increases, it is the LAPD's responsibility to assign new staff and equipment, and potentially build new or expanded facilities, as necessary, to maintain adequate levels of service. In conformance with the California Constitution Article XIII, Section 35(a)(2) and the *City of Hayward v. Board of Trustees of the California State University (2015)* ruling, the City has and will continue to meet its legal obligations to provide adequate public safety services, including police protection services. Therefore, the cumulative impacts to police services from successive projects of the same type in the same place over time would not be significant.

11.5.3 Schools

The Project and Related Projects with a residential component would generate students and in combination would have the potential to have a cumulative effect on the LAUSD school system. However, as with the Project, all Related Projects with a residential component would be required to pay school fees in proportion to the number of new dwelling units created. Therefore, the cumulative impacts to schools from successive projects of the same type in the same place over time would not be significant.

11.5.4 Parks

The Project and Related Projects would have the potential to increase cumulative demand for parks. However, employees generated by the commercial projects and the commercial portions of mixed-use projects on the Related Projects list would not typically enjoy long periods of time during the workday to visit parks and/or recreational facilities. Therefore, these project-generated employees would not contribute to the future demand on park and recreational facility services. Moreover, as with the Project, the Related Projects that propose residential land uses would be required to comply with the City's Park Fee Ordinance that requires residential projects to pay park fees to fund development of park and recreational facilities. Therefore, the cumulative impacts to park services from successive projects of the same type in the same place over time would not be significant.

11.5.5 Other Public Facilities

The LAPL operates a library approximately 0.7 miles northeast of the Project Site and other libraries throughout the City. The Project and Related Projects would incrementally increase demand for public libraries by increasing the population that would live or work in the area. Given the extent of the existing library facilities in the City, the incremental population increase would not be so great that it would be expected require construction of additional libraries and associated physical effects on the environment. Therefore, the cumulative impacts from successive projects of the same type in the same place over time would not be significant.

11.6 Utilities

11.6.1 Wastewater

The Project, in combination with these Related Projects, would have the potential to have a cumulative effect on wastewater services. As with the Project, the Hyperion Water Treatment Plant would serve the Related Projects. **Table 14, Cumulative Wastewater Demand**, below shows the cumulative wastewater demand. The remaining excess capacity of approximately 175 million gpd would be able to serve the cumulative because the cumulative generation would only be 0.13 percent of the remaining capacity at Hyperion Water Reclamation Plant. Therefore, the cumulative impacts to wastewater utilities from successive projects of the same type in the same place over time would not be significant.

Table 14
Cumulative Wastewater Demand

Type of Use	Size or Units	Demand Rate	Wastewater Demand (gpd)
Residential	1,055 DU	150 gpd/DU	158,250
Retail	82,650 sf	50 gpd/1,000 sf	4,133
Restaurant	18,750 sf	300 gpd/1,000 sf	5,625
Office	30,933 sf	25 gpd/1,000 sf	773
Medical Office	190,468 sf	250 gpd/1,000 sf	47,617
Commercial Use	3,000 sf	50 gpd/1,000 sf	150
		Related Projects Generation	**216,548**
		Project Total	7,760
		Cumulative Total	**224,308**

(a) City of Los Angeles Source: Los Angeles Bureau of Sanitation, Sewage Generation Factor, April 6, 2012.
Notes: DU = dwelling unit, gpd = gallons per day, sf = square feet

11.6.2 Water

The Project, in combination with these Related Projects, would have the potential to have a cumulative effect on water services. LADWP would be the water purveyor for all Related Projects. The UWMP projects average weather year water supplies for the year 2025 (the closest forecast year to the assumed Project opening year of 2026) to be 642,600 acre-feet per year. **Table 15, Cumulative Water Demand**, shows the cumulative water demand. The cumulative demand is 269,252 gpd or 301.71 AFY, which would be 0.05 percent of the water supply available for the

year 2025. Therefore, the cumulative impacts to water utilities from successive projects of the same type in the same place over time would not be significant.

Table 15
Cumulative Water Demand

Type of Use	Size or Units	Demand Rate	Wastewater Demand (gpd)
Residential	1,055 DU	180 gpd/DU	189,900
Retail	82,650 sf	60 gpd/1,000 sf	4,959
Restaurant	18,750 sf	360 gpd/1,000 sf	6,750
Office	30,933 sf	30 gpd/1,000 sf	928
Medical Office	190,468 sf	300 gpd/1,000 sf	57,140
Commercial Use	3,000 sf	60 gpd/1,000 sf	180
Related Projects Generation			**259,857**
Project Total			9,312
Cumulative Total			**269,169**

Source: Los Angeles Bureau of Sanitation, Sewage Generation Factor, April 6, 2012.

(a) Demand Rate for Water is increased by 120 percent of wastewater generation rates. Wastewater generation rate is from City of Los Angeles, Bureau of Engineering, 4773 W Hollywood Blvd, Sewer Capacity Availability Request (SCAR), January 8, 2024.

Notes: DU = dwelling unit, gpd = gallons per day, sf = square feet

11.6.3 Solid Waste

The Project, in combination with these Related Projects, would have the potential to have a cumulative effect on solid waste services for construction and operation. C&D waste would be taken to the closest City certified C&D waste processor and CLARTS would serve Related Projects during operation. The CLARTS is permitted to accept 4,025 tons per day of waste and is managed by LA Sanitation. **Table 16, Cumulative Operational Solid Waste Generation**, shows cumulative operational waste generated from the Project plus Related Projects.

Table 16
Cumulative Operational Solid Waste Generation

Type of Use	Size	Generation Rate (lbs/household/day), (lbs/sf/day) [a]	Total Waste (lbs/day)	Total Waste (tpd)[b]
Residential	1,055 DU	12.23	12,903	6.45
Retail	82,650 sf	0.0025	207	0.10
Restaurant	18,075 sf	0.005	90	0.05
Grocery Store	13,400 sf	0.0312	418	0.21
Office	221,401 sf	0.006	1,328	0.66
Commercial	3,000 sf	0.013	39	0.02
Related Projects Operational Waste			**14,985**	**7.49**
Project Operational Waste			1,157	0.57
Total Operational Waste			**16,142**	**8.06**
Diversion of 50% for Recycling [c]			8,071	4.03
Total Operational Waste for Landfill Disposal			**8,071**	**4.03**

Type of Use	Size	Generation Rate (lbs/household/day), (lbs/sf/day) [a]	Total Waste (lbs/day)	Total Waste (tpd)[b]

[a] CalRecycle, Estimated Solid Waste Generation Rates, Accessed on March 22, 2024 at: https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates

[b] Numbers may appear to sum incorrectly due to rounding.

[c] Required by LAMC, Section 99.04.408.1 and 66.32.

Notes: DU = dwelling unit, lbs = pounds, sf = square feet, tpd =tons per day

As with the Project, construction of the Related Projects would comply with C&D waste recycling requirements and solid waste disposal from construction activities. For operation, waste generation after 50 percent diversion for recycling is 4.03 tpd, which is 0.26 percent of the remaining available daily capacity of CLARTS. Therefore, the cumulative impacts to solid waste utilities from successive projects of the same type in the same place over time would not be significant.

12 Guideline 15300.2. Exceptions: (c) Significant Effect

A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

The Project Site is a gently sloping, rectangular lot that has been occupied in the past by previous residential and commercial and office uses and is currently vacant. It is surrounded by existing residential, commercial, and institutional structures and uses, and accompanying infrastructure, that have also existed for decades. The Project Site is not within the Los Angeles Oil Field[45] or a Methane Zone.[46] Geologically, the Project Site is not within an Alquist-Priolo fault zone, liquefaction zone, or landslide zone.[47] The nearest active fault zone is the Upper Elysian Park approximately 0.11 miles away.[48] As discussed, there is nothing environmentally unusual about the Project Site itself and nothing unusual about the Project Site's surroundings in content or context. Thus, there are no unusual circumstances that would create the possibility of significant effects on the environment.

Therefore, there are no unusual circumstances related to the Project that may result in any significant environmental effects, and this exception does not apply.

45 City of Los Angeles, Bureau of Engineering, Department of Public Works, NavigateLA. Accessed on December 12, 2023 https://navigatela.lacity.org/navigatela/.

46 City of Los Angeles, Zoning Information and Map Access System. Accessed on May 26, 2023 at http://zimas.lacity.org/.

47 Ibid.

48 Ibid.

13 Guideline 15300.2. Exceptions: (d) Scenic Highways

A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

The only designated State Scenic Highway within the City of Los Angeles is a portion of the Topanga Canyon State Scenic Highway, State Route 27,[49] which is approximately 17.0 linear miles from the Project Site. Route 110, the Arroyo Seco Parkway, is a federally designated National Scenic Byway approximately 3.7 miles away and is the closest scenic highway to the Project Site. Therefore, the Project will not result in damage to any scenic resources within an officially designated scenic highway.

49 Caltrans, California State Scenic Highway Map, Accessed on August 29, 2023 at: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways

14 Guideline 15300.2. Exceptions: (e) Hazardous Waste Sites

A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to section 65962.5 of the government code.

The following discussion is based on a Phase I ESA Report prepared for the Project by Citadel EHS,[50] on file with the City.

The Phase I ESA included searches of multiple environmental databases. The site is not identified on the Cortese List. While the Cortese List included 11 sites within a ½-mile radius of the Project Site, these would not affect the Project Site. The Phase I ESA also did not identify any Recognized Environmental Conditions on the site. The site address was identified on HAZNET and Hazardous Waste Tracking databases for generating 4.21 tons of asbestos containing waste in 1992. The listing in the database reflects that the hazardous waste was properly disposed of and there were no reported spills, leaks, or violations in the database. The Department of Toxic Substance Control (DTSC) EnviroStor database[51] shows the site is not associated with or near a cleanup site. A review of the State Water Resources Control Board's GeoTracker database shows that there is a leaking underground storage tank Cleanup Site approximately 165 feet southwest of the Project Site, but the case was completed and closed by the Los Angeles Regional Water Quality Control board on January 22, 1997. The Project Site is not associated with or near a hazardous materials cleanup site or other conditions that could cause groundwater contamination. Therefore, the Project is not identified as a hazardous waste site, or in the vicinity of a hazardous waste site, and would not be in conflict with this exception for a Class 32 In-Fill Development Categorical Exemption.

50 Citadel EHS, Phase 1 Environmental Site Assessment Report: 4773 Hollywood Boulevard Los Angeles, California 90027, March 23, 2023.

51 Department of Toxic Substances Control, EnviroStor, Accessed July 26, at: https://www.envirostor.dtsc.ca.gov/public/map/.

15 Guideline 15300.2. Exceptions: (f) Historical Resources

A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

The following discussion is based on a Historical Resources Technical Report prepared for the Project (**Attachment H**) by Architectural Resources Group and a Viewshed Analysis prepared for the Project by KFA Architecture (**Attachment I**).

The Project Site is currently vacant and thus contains no historical resources. Therefore, construction of the Project would not directly impact the significance of an historic resource. On the nearby properties, there are eight historic resources. The adjacent building to the east at 4759 Hollywood Boulevard is eligible for the National Register of Historic Places (National Register), the California Register of Historical Resources (California Register), and is eligible as a Los Angeles Historical Cultural Monument (HCM) by SurveyLA, the City's historic resources survey. The building was constructed in 1925 and is an example of streetcar-related mixed-use development in Hollywood. The Project would not demolish or alter this off-site structure and would not further comprise the surrounding environment, which has changed substantially since 1925. Construction of the Project would not impact the ability of the building at 4759 Hollywood Boulevard to convey its historical significance, meaning it will not impact its eligibility for listing, and therefore would not cause a substantial adverse change in the significance of the potential nearby historical resource.

The Barnsdall Art Park, a City park also known as the Aline Barnsdall Complex National Historic Landmark (NHL), is south of the Project Site, across Hollywood Boulevard. The park includes buildings designed by master architect Frank Lloyd Wright, including one of his significant works, the Hollyhock House, which was constructed between 1919 and 1921. The park is listed on the National Register, the California Register, and listed as an HCM and NHL. Barnsdall Art Park is also a component of the 20th-Century Architecture of Frank Lloyd Wright United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Site, along with other properties around the country designed by Frank Lloyd Wright. Components of the Barndsdall Art Park include six individual historic resources, among them the Hollyhock House, which are contributors to the Aline Barnsdall Complex NHL. In addition, two of the six individual historic resources, the Hollyhock House and Residence A (also known the Barnsdall Art Park Arts Center), are themselves listed on the National Register, California Register (as HCM numbers 12 and 33), NHL, and inscribed as a UNESCO World Heritage Site.

The City zoning code protects views from Barnsdall Art Park through a buffer zone that limits the height of new construction in the vicinity. On the northern side of the park, the direction of the Project Site, the buffer zone does not extend beyond the boundary of the park, which is south of Hollywood Boulevard, as mapped in the Historical Resource Technical Report. The buffer is discussed in the UNESCO World Heritage Site nomination. The Project would not interfere with important views from the Hollyhock House or its associated features. The most important views from the Hollyhock House are to west, looking across the Los Angeles basin to the Pacific Ocean. The northern views include the Hollywood Hills, the Hollywood sign, and the Griffith Observatory, which would not be blocked by the Project. The Project would be visible from parts of Barnsdall

Park, but the extensive existing development in the area is already visible from Barnsdall Park, due to its elevation on Olive Hill. Therefore, the Project should not impact the ability of these historic resources to convey their significance and thus would not cause a substantial adverse change in the significance of that designated historical resource.

15.3 Conclusion

The Project would not result in a substantial adverse change to historical resources on the Project Site or in the Project vicinity. Therefore, the Project would not have a significant effect on the environment as defined by CEQA.

Therefore, this exception does not apply to the Project.

16 Conclusion

Based on the above information and attached documentation, this analysis shows that development of the proposed 4773 Hollywood Project would be consistent with the criteria for a Class 32 Categorical Exemption per CEQA Statute Section 15332, using the City's Class 32 Requirements.

Attachments:

Attachment A Tree Report, The Tree Resource, August 2024
Attachment B SNAP Permit Compliance
Attachment C Transportation Assessment, Gibson Transportation Consulting, Inc., May 2024
Attachment D Approval Letter, LADOT, July 12, 2024
Attachment E Noise Impact Analysis, Envicom Corporation, August 2024
Attachment F Air Quality Impact Analysis, Envicom Corporation, May 2024
Attachment G Utility Documents
Attachment H Historical Resources Technical Report, Architectural Resources Group, August 24, 2023
Attachment I Viewshed Analysis, KFA Architecture, January 20, 2025