Major Projects & EIR Section

City Hall • 200 N. Spring Street, Room 750 • Los Angeles, CA 90012

INITIAL STUDY

HOLLYWOOD COMMUNITY PLAN AREA

1375 St. Andrews Apartments Project

Case No. ENV-2015-4630-EIR
ZA-2015-4629-ZAA-ZAI-SPR

Council District No. 13

Project Address:
1365–1375 St. Andrews Place, 5604-32 W De Longpre Avenue, and 5605-5607 W. Fernwood Avenue, Los Angeles, CA 90028

Project Description:
The project proposes the demolition of 35,057 square feet of existing buildings on the site, consisting of a two-story commercial structure occupied by Citizens of the World Silver Lake charter school and a single-story vacant commercial structure. The project includes the construction of a new seven-story, 192,273 square-foot residential building with 185 residential units above a 1 ½ level subterranean parking garage, with a total of 251 on-site parking spaces. The project proposes a maximum height of 85 feet. The first level would consist of the residential lobby and parking, the second level would consist of residential units and parking, and the third through seventh level would consist of residential units. The project would include public and private open space including a fitness facility, community rooms, two courtyards, park, park area, rear yard, and pool. Once complete, the project would total approximately 201,954 square feet, including the existing theater. The existing theater building located on the project site at 5605–5607 Fernwood Avenue/1365 St. Andrews Place and operated by Assistance League of Los Angeles would be maintained on the site and continue operations as part of the project. The project would require various approvals, and the Project Applicant is requesting Site Plan Review; Zoning Administrator's Adjustment to allow a non-conforming front yard of 0 feet and non-conforming side yard of 7 feet for the existing building to remain; Zoning Administrator's Interpretation to determine that St. Andrews Place shall be the front yard, De Longpre Avenue and Fernwood Avenue shall be the side yards, and the western property line separating Lots 7 and 8 shall be the rear yard; and other required ministerial and discretionary building permits.

APPLICANT:
1375 St. Andrews LLC

PREPARED BY:
EcoTierra Consulting, Inc.

May 2016

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I. INTRODUCTION

The subject of this Initial Study is the proposed 1375 St. Andrews Apartments Project. The project proposes the demolition of 35,057 square feet of existing buildings on the site, consisting of a two-story commercial structure occupied by Citizens of the World Silver Lake charter school and a single-story vacant commercial structure. The project includes the construction of a new seven-story, 192,273 square-foot residential building with 185 residential units above a 1 ½ level subterranean parking garage, with a total of 251 on-site parking spaces. The project proposes a maximum height of 85 feet. The first level would consist of the residential lobby and parking, the second level would consist of residential units and parking, and the third through seventh level would consist of residential units. The project would include public and private open space including a fitness facility, community rooms, two courtyards, park, park area, rear yard, and pool. Once complete, the project would total approximately 201,954 square feet, including the existing theater. The existing theater building located on the project site at 5605–5607 Fernwood Avenue/1365 St. Andrews Place and operated by Assistance League of Los Angeles would be maintained on the site and continue operations as part of the project.

The project is located within the Hollywood Community Plan Area of the City of Los Angeles. The City of Los Angeles Department of City Planning is the Lead Agency under the California Environmental Quality Act (CEQA).

PROJECT INFORMATION

Project Title: 1375 St. Andrews Apartments Project

Project Location: 1365–1375 St. Andrews Place, 5604-5632 W. De Longpre Avenue, and 5605-5607 W. Fernwood Avenue
Los Angeles, CA 90028

Project Applicant: 1375 St. Andrews LLC
1590 Rosecrans Avenue, Suite #D-303
Manhattan Beach, CA 90266

Lead Agency: City of Los Angeles Department of City Planning
200 N. Spring St., Room 750
Los Angeles, CA 90012

ORGANIZATION OF INITIAL STUDY

This Initial Study is organized into four primary sections as follows:

Introduction: This section provides introductory information such as the project title, the project applicant and the lead agency for the project.

Project Description: This section provides a description of the environmental setting and the project, including project characteristics and environmental review requirements.

Initial Study Checklist: This section contains the completed City of Los Angeles Initial Study Checklist.

Environmental Impact Analysis: Each environmental issue identified in the Initial Study Checklist contains an assessment and discussion of impacts associated with each subject area. When the evaluation identifies potentially significant effects, as identified in the Initial Study Checklist, mitigation measures are provided to reduce such impacts to less than significant levels.

II. PROJECT DESCRIPTION

1. PROJECT APPLICANT

The Applicant for the 1375 St. Andrews Apartments Project (the "project") is 1375 St. Andrews LLC (the "Applicant"). The project is located at 1365–1375 St. Andrews Place, 5604-3562 W. De Longpre Avenue, and W. 5605-5607 Fernwood Avenue in Hollywood, 90028 (the "project site").

2. PROJECT LOCATION

A. Project Site

The project site consists of an L shaped lot comprising approximately 1.7 acres at the southwest corner of the intersection of St. Andrews Place and W. De Longpre Avenue in Hollywood. The project site fronts approximately 330 feet along the west side of St. Andrews Place, 350 feet along the south side of De Longpre Avenue, and 100 feet along the north side of Fernwood Avenue (see Figure II-1, Regional Vicinity and Project Location). The project site is composed of two parcels, seven legal lots along De Longpre Avenue and to two legal lots fronting on Fernwood Avenue. The nine (9) parcels are legally described as Lots 1 through 7, 29, and 30, Block 3, of the Lemona Tract and include Assessor Parcel Numbers 554-403-0052 and 554-403-0059.

The project site is relatively flat and is currently occupied by a charter school with a pool and concrete sports areas, a vacant building and asphalt play areas formerly used as a child care center, and an operating theater (see Figure II-2, Aerial View of Project Site and Vicinity). These existing buildings total approximately 44,738 square feet of floor area.

B. Surrounding Land Uses

The land uses proximate to the project site are characterized by a mix of low- to high-intensity commercial, institutional, and residential uses, which vary widely in building style and period of construction. Nearby vicinity land uses include the Hollywood Freeway (US-101) to the west, a Home Depot to the north, a partially completed Target building to the northeast, buildings that previously housed the Assistance League of Los Angeles and are now vacant to the east, and multi-family residential development to the south.

Surface parking for the Home Depot is located directly north of the project site, across De Longpre Avenue. The partially completed Target is located directly northeast of the project site at the intersection of De Longpre Avenue and St. Andrews Place. Two-story buildings that previously housed the Assistance League of Los Angeles are located to the east, across St. Andrews Place. Two multi-family residential buildings and a single-family residence are located directly south of the project site, across Fernwood Avenue. A surface parking lot used by the Children's Theater is located on the southeast corner of the intersection of St. Andrews Place and Fernwood Avenue. Figures II-3 and II-4, Photos of Surrounding Land Uses, show key surrounding land uses in the general vicinity of the project site.

The general area surrounding the project site is relatively flat and is developed with a variety of commercial land uses, including retail and hotel uses along Sunset Boulevard, with surface parking areas and structures. The western edge of the project site is located approximately 90 feet from US-101. The project site is located to the southeast of the KTLA Studios and Helen Bernstein High School along Sunset Boulevard.

Los Angeles County Metropolitan Transportation Authority ("Metro") buses run along Sunset Boulevard and Western Avenue. The project is well served by nearby transit including the Metro Red Line (Hollywood/Western Station), Hollywood Dash Lines 2/302, Metro Rapid Lines 757 and 780, and Metro Local Lines 207, 217, 206, 180, and 181.[1] The nearest Metro rail line station (Hollywood/Western) is located at Hollywood Boulevard and Western Avenue, which is approximately one-half mile northeast of the project site.

Commercial amenities in the project area include the nearby Home Depot, coffee shops, restaurants, and retail uses along Sunset Boulevard, a grocery store along De Longpre Avenue west of Western Avenue.

C. Land Use Plans and Zoning

The project site is located in the Hollywood Community Plan Area, the Hollywood Redevelopment Project Area, and is zoned as R4-2 (Multiple Dwelling Zone-Unlimited Height District). The zone permits a 6:1 Floor Area Ratio (FAR). However, the FAR on the project site is limited to a maximum of 4.5:1 by the Hollywood Community Plan.

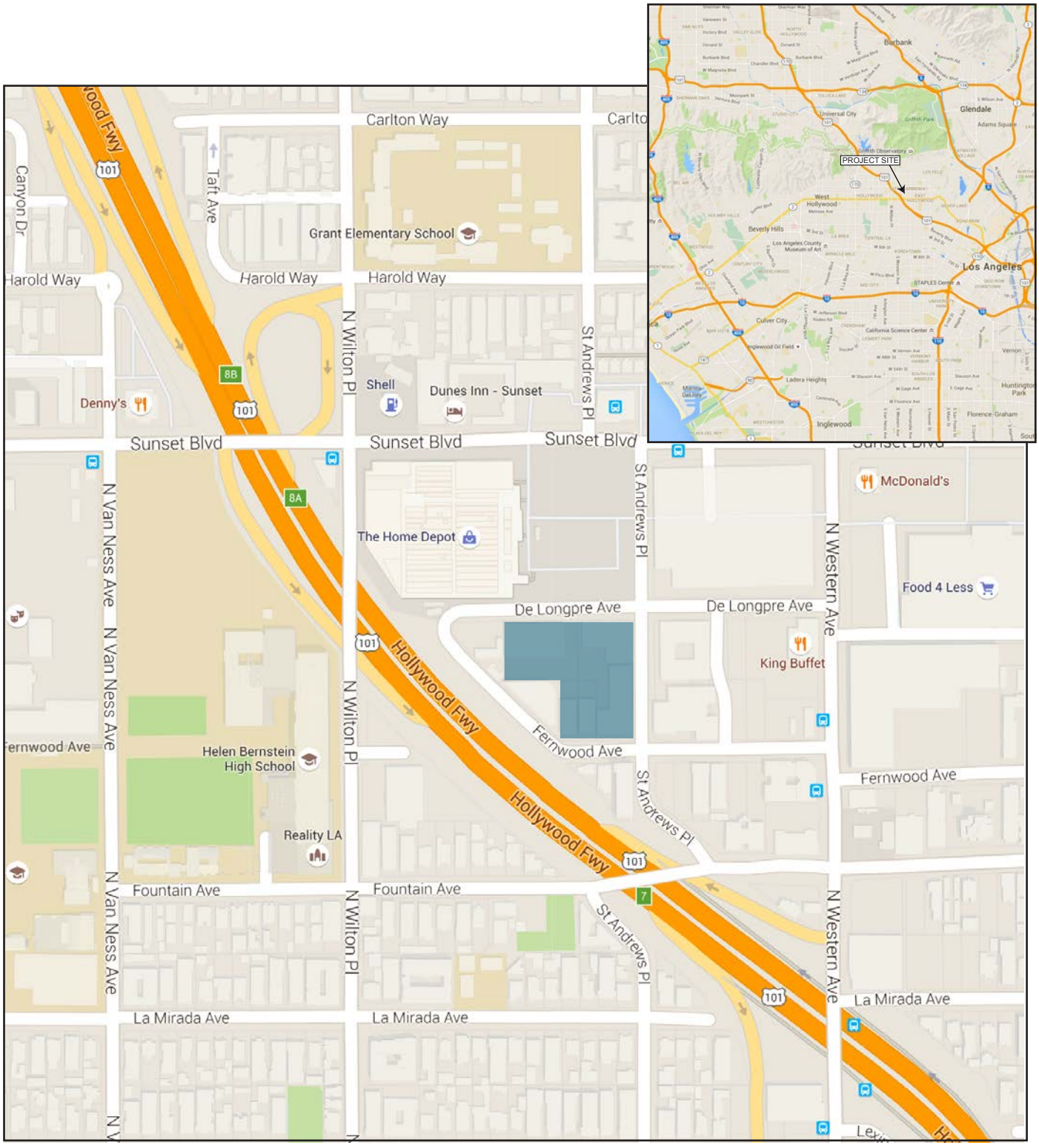
The project site is designated as High Density Residential in the Hollywood Community Plan. The project is located within a Los Angeles State Enterprise Zone. The project site is located near, but not within, the Vermont-Western Transit Oriented District Station Neighborhood Area Plan (SNAP). The project site is located within a City of Los Angeles Transit Priority Area (TPA).

3. EXISTING LAND USES

The project site is currently developed with a two story commercial structure leased to the charter school Citizens of the World Silver Lake (CWSL), a vacant single-story commercial structure, and a children's playhouse/theater building operated under a long-term lease by Assistance League of Los Angeles. The children's playhouse/theater building would be retained as part of the project. CWSL plans to vacate the premises at the close of the 2015/2016 school year, and will be relocating to another facility for the 2016/2017 school year. Once the CWSL relocates, the building will be vacant and remain vacant until commencement of the project.

Existing land uses within the project site include three buildings totaling approximately 44,738 square feet of floor area, a pool, and concrete and asphalt outdoor areas. There are eight (8) lemon and other unprotected tree types on the project site. The existing land uses are summarized in Table II-1, Existing Land Uses. Photos of the existing land uses on the project site are presented in Figures II-5 and II-6, Photos of Existing Land Uses.

[1] *Metro Bus and Rail System Map, accessed at http://media.metro.net/riding_metro/maps/images/system_map.pdf.*



Project Site

Source: GoogleEarth, February 2016.

0 400
Scale (Feet)

N

EcoTierra consulting

Figure II-1
Regional Vicinity and Project Location

Project Site

0 200

Scale (Feet)

Source: Google Earth, February 2016.

EcoTierra consulting

Figure II-2
Aerial View of the Project Site and Vicinity

Photo 1: View of westerly adjacent property facing southeast.

Photo 2: View of property north of the project site on De Longpre Avenue.

Photo 3: View of the properties east of the project site on St. Andrews Place.

PHOTO LOCATION MAP

Source: EcoTierra and three6ixty, February 2016.

EcoTierra consulting

Figure II-3
Photos of Surrounding Land Uses
Views 1, 2, and 3

Photo 4: View of property southeast of the project site and St. Andrews Place and Fernwood Avenue.

Photo 5: View of property south of the project site on Fernwood Avenue.

Photo 6: View of existing theatre to remain and south-westerly adjacent property from Fernwood Avenue, facing northwest.

PHOTO LOCATION MAP

Source: EcoTierra and three6ixty, February 2016.

EcoTierra consulting

Figure II-4
Photos of Surrounding Land Uses
Views 4, 5, and 6

Photo 7: View of project site from De Longpre Avenue facing south.

Photo 8: View of project site from De Longpre Avenue facing southwest.

Photo 9: View of project site from De Longpre Avenue facing southwest.

PHOTO LOCATION MAP

Source: EcoTierra and three6ixty, February 2016.

EcoTierra consulting

Figure II-5
Photos of Existing Land Uses
Views 7, 8, and 9

Photo 10: View of project site to remain from St. Andrews Place, facing west.

Photo 11: View of existing theatre to remain from St. Andrews Place, facing west.

Photo 12: View of existing theatre to remain from Fernwood Avenue, facing northeast.

PHOTO LOCATION MAP

Source: EcoTierra and three6ixty, February 2016.

EcoTierra consulting

Figure II-6
Photos of Existing Land Uses
Views 10, 11, and 12

Table II-1
Existing Land Uses

Building Address	Land Use	Floor Area
1367, 1375 St. Andrews Place	Vacant	10,382
5604-32 De Longpre Avenue	Charter School	24,675
1365 St. Andrews, 5605-07 Fernwood Avenue	Children's Theater	9,681
Total		***44,738 sf***

sf = square feet

Source: City of Los Angeles ZIMAS, 2015.

4. PROJECT CHARACTERISTICS

The project proposes the demolition of the two story structure occupied by CWSL and the single story vacant commercial structure (35,057 square feet); and the construction of a new 192,273 square-foot residential building with 185 residential units and 251 on-site parking spaces. The existing theater building located on the project site at 5605–5607 Fernwood Avenue/1365 St. Andrews Place and operated by Assistance League of Los Angeles would be maintained on the site and continue operations as part of the project pursuant to a long term lease with an initial term that expires in 2030. No changes are proposed to the interior or exterior of the existing theater building. Once completed, the project would total approximately 201,954 square feet, including the existing theater.

The project proposes the construction of a seven-story building consisting of 185 apartments units and 251 parking spaces, above a 1 ½ level subterranean parking garage. The first level would consist of the residential lobby and parking, the second level would consist of residential units and parking, and the third through seventh level would consist of residential units. Figure II-7, Conceptual Site Plan, shows the overall site plan. Conceptual site plans for the subterranean parking garage through seventh story are shown in Figures II-8 through -15.

The project proposes a total of 185 residential units, including 46 studio apartments, 92 one-bedroom apartments, and 47 two-bedroom apartments. The units range in size from 527 square feet (studio) to 1,549 square feet (two-bedroom apartment).

The project would include public and private open space including community rooms (with a fitness facility included in a portion), two courtyards, park area, rear yard, and pool. Two furnished and landscaped courtyards would be located in the center of the apartments on the 3rd floor, one of which would be connected to a pool. The project would also provide a rear yard on the west side of the building and an at-grade park near the southeast corner of the residential building (see Figure II-16, Landscaping Plan).

The proposed project development is summarized in Table II-2, Project Development Summary.

Table II-2
Project Development Summary

Size	Total (Units)
Residential Units	
Studio	*46*
1 Bedroom	*92*
2 Bedroom	*47*
Total Units	**185**
Parking Spaces	
Basement	*97*
Ground/1st Floor	*83*
2nd Floor	*71*
Total Parking Spaces	**251**
Bicycle Storage (Resident-Interior)	*185*
Bicycle Storage (Guest-Sidewalk)	*19*
Total Bicycle Storage	**204**
Open Space	
Community Room	*3,404*
Courtyard A	*3,705*
Courtyard B	*2,019*
Park	*3,000*
Rear Yard	*2,000*
Total Common Open Space	**14,128**
Private Balconies	*5,750*
Total Common and Private Open Space	**19,878**
Project Square Footages	
Proposed Residential Building SF	**192,273**
Children's Theater (Existing, to remain)	**9,681**
Total Project Square Footage	**201,954**
Source: PSL Architects, 2015.	

A. Design and Architectural Features

The project is located at the border between Central Hollywood and East Hollywood, with a wide range of architectural design. In accordance with the Hollywood Community Plan and Citywide Design Guidelines, the façade would include a mix of materials, colors, and planes to add visual interest along a corridor that hosts a mix of architectural styles among both residential and institutional buildings.

The ground/1st floor and 2nd floor would be treated with transparent glass along St. Andrews Place (See Figure II-17, Residential Building Perspective, Figure II-18, Residential Building Elevation, and Figure II-19, Residential Building Cross-Sections).

The building is designed to front St. Andrews Place in order to preserve the existing theater on-site and minimize any impact to that resource. The project would provide an articulated building elevation along De Longpre Avenue, with a sizable 19-foot rear yard setback adjacent to the existing multi-family residential property to the west.

The project's material palette includes accent color and darker material variations. Variations in materials, planes, and balconies would provide articulation and visual interest. A vertical corner feature would serve to break up the massing.

All parking, trash, loading, and other back-of-house uses would be located within the interior parking structure, out of sight from residents and visitors of the community, and from neighboring properties. Any rooftop equipment would be screened.

Glass treatment on the 1st and 2nd floors would provide transparency at the St. Andrews Place and De Longpre Avenue intersection. The entry lobby and 2nd floor community rooms is located at the northeastern corner. The 2nd story along De Longpre Avenue would include residential units. Landscaping would surround the residential portion of the project site to enhance the pedestrian and ground floor experience along St. Andrews Place and De Longpre Avenue.

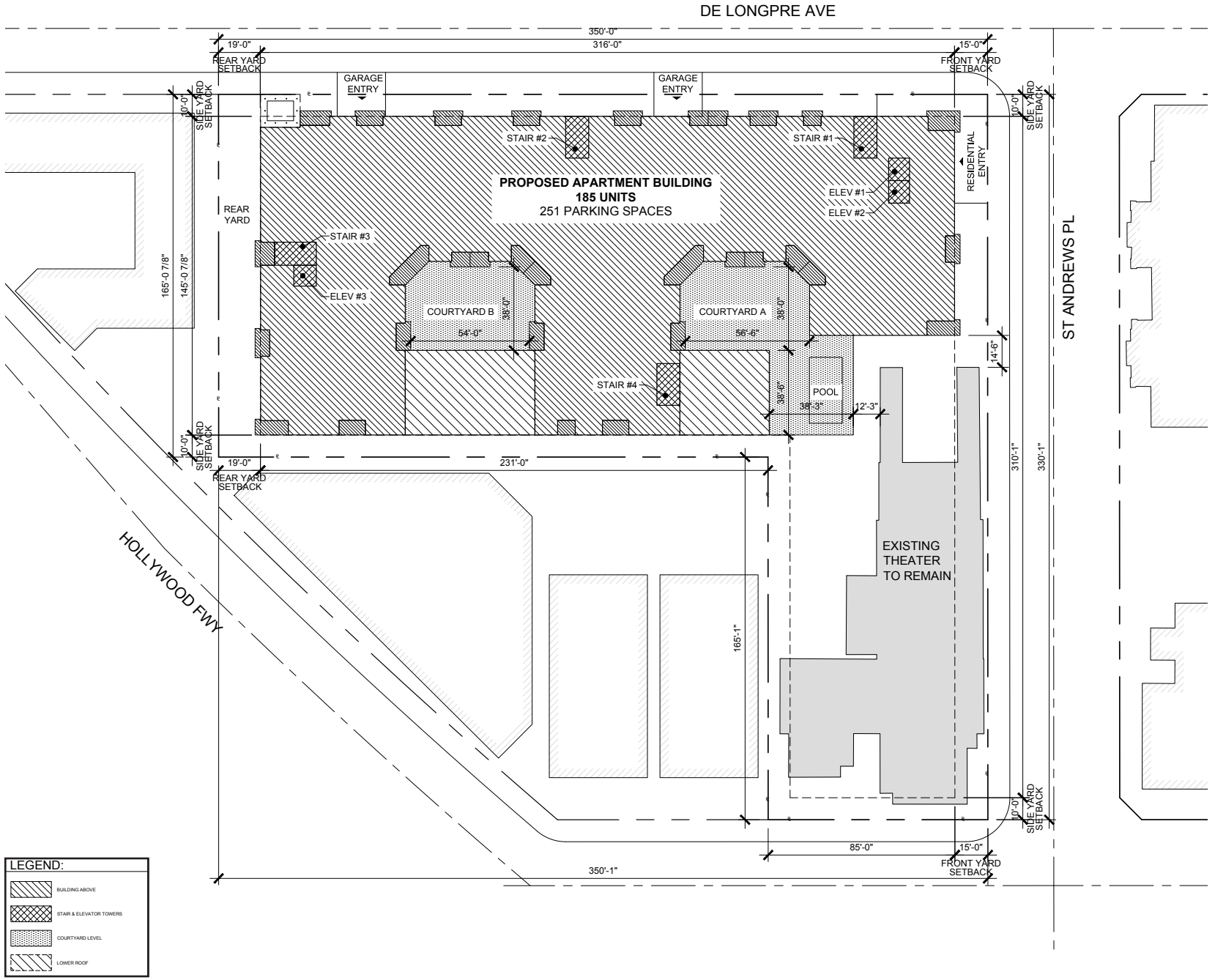
B. Access and Parking

Parking would be provided in the subterranean parking level, Level 1 (at grade), and Level 2 . LAMC 12.21 A.4(a) requires one space for each unit with less than three habitable rooms (i.e. studios), 1.5 spaces for each unit with three habitable rooms (i.e. one-bedroom apartments) and two spaces for units with more than three habitable rooms (i.e. two-bedroom apartments), resulting in the need for 278 required parking spaces. However, because the project would be eligible for a 10 percent parking reduction by providing bicycle parking. Therefore, the project would provide 251 parking spaces.

As required, the project would provide 185 long-term bicycle parking spaces in a secure room on the first at-grade level as well as 19 short-term parking spaces in the public right-of-way, for a total of 204 bike parking spaces.

The subterranean level would serve as vehicle parking and storage. Vehicular access to the parking garage would be provided via two driveways off of De Longpre Avenue. The subterranean level would be accessed by a ramp on De Longpre Avenue, with the first level of at-grade parking accessed by a second ramp off De Longpre Avenue. An interior ramp would provide vehicular access to the second level of parking.

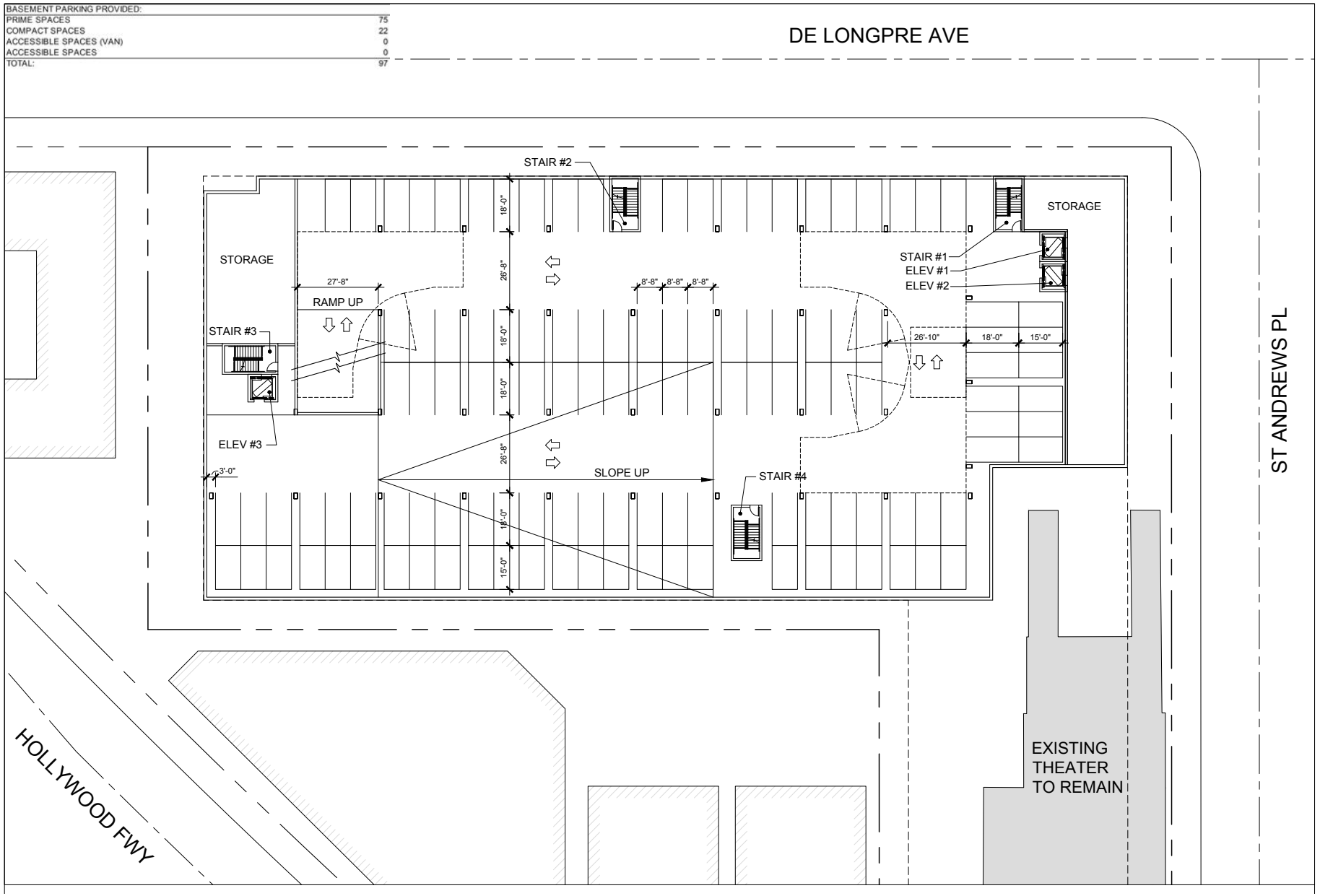
Pedestrian access to the residential portions of the building would be provided by a street-level lobby entrance on St. Andrews Place, in close proximity to transit, bikeways, and neighborhood-serving commercial amenities. The project would include replacing, but not widening of any sidewalks, and the installation of new streetlights as needed to accommodate the new site plan.



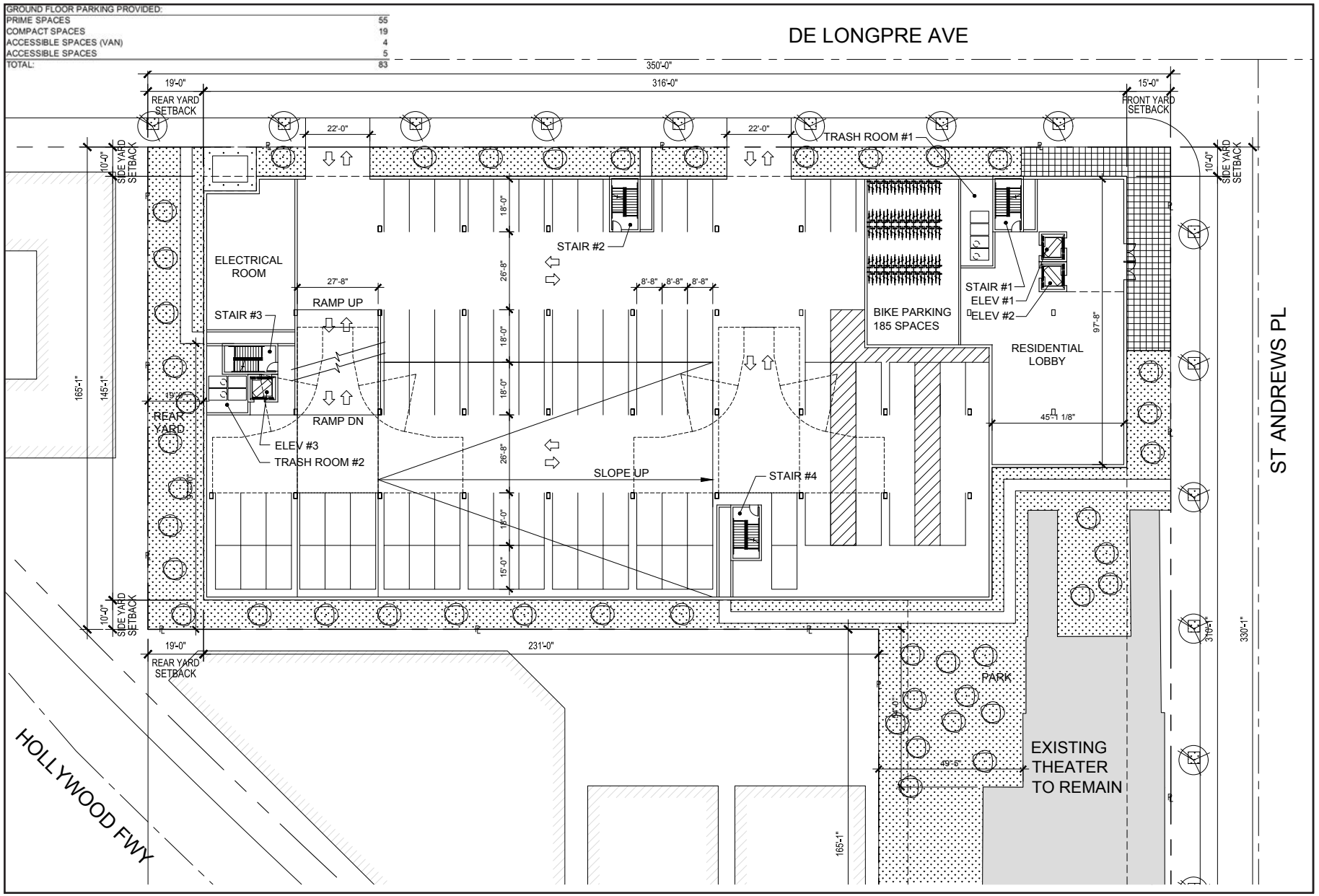
Source: PSL Architects, December 2015.

EcoTierra consulting

Figure II-7
Conceptual Site Plan



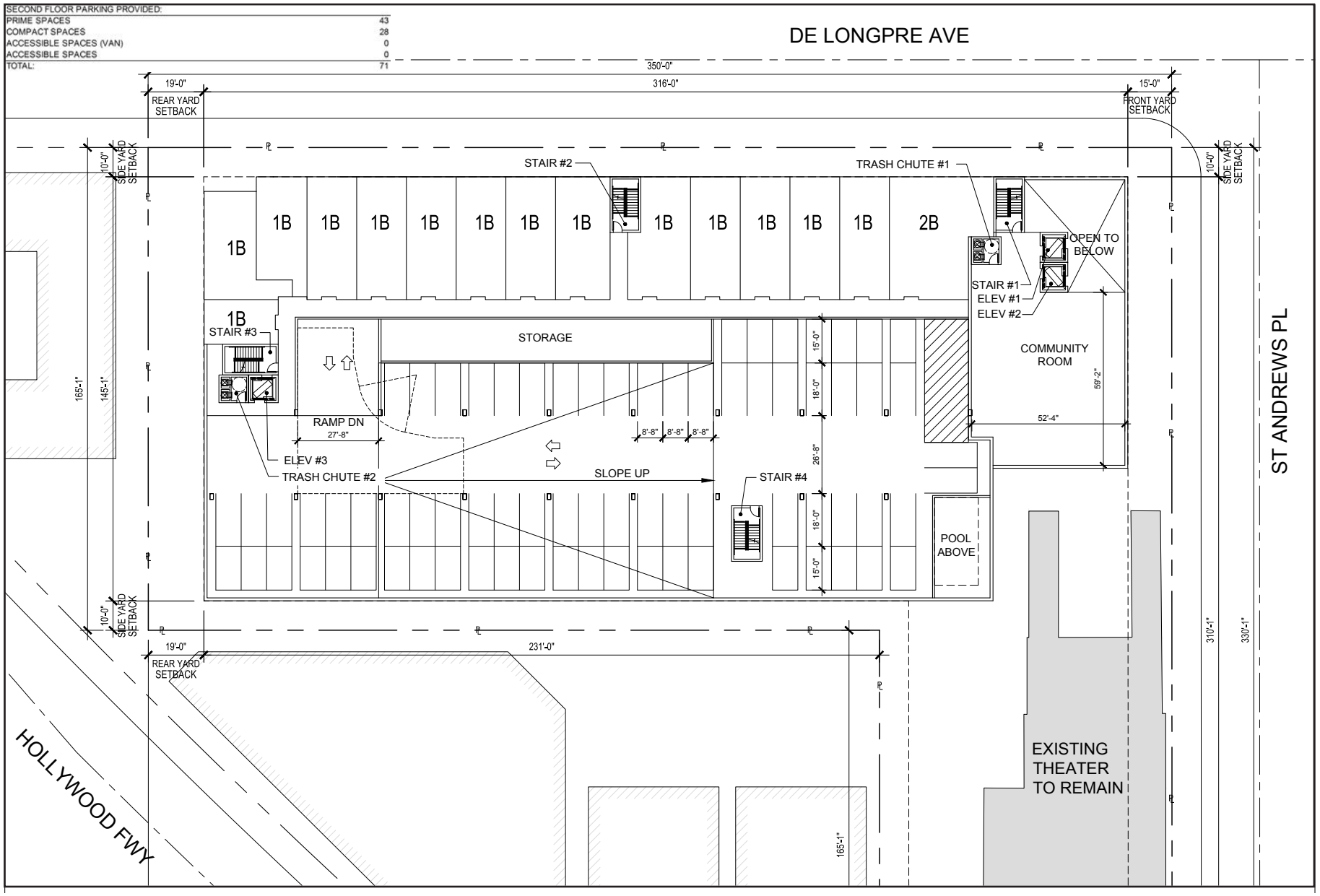
Source: PSL Architects, December 2015.



Source: PSL Architects, December 2015.

EcoTierra consulting

Figure II-9
First Floor Conceptual Site Plan



Source: PSL Architects, December 2015.

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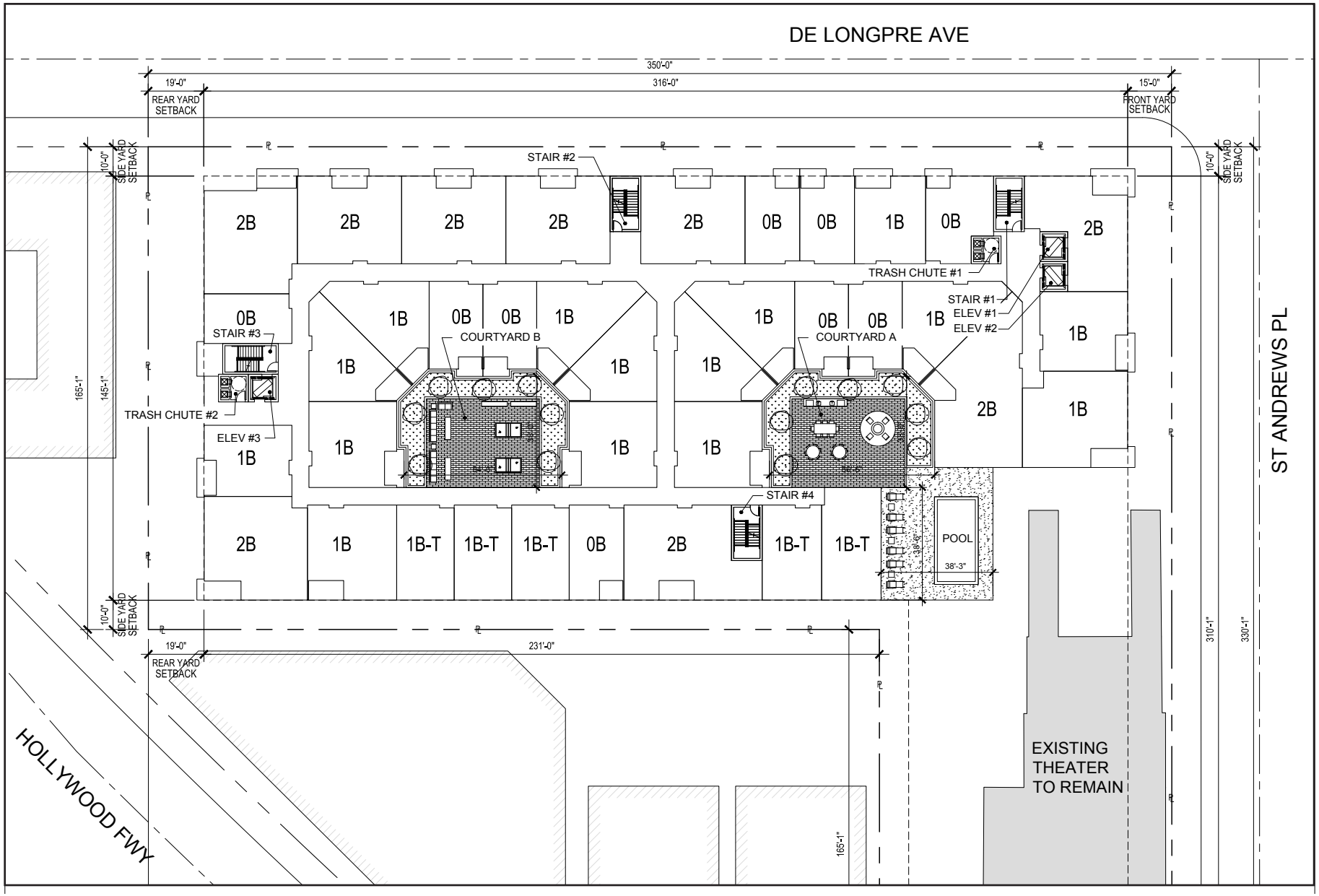
Figure II-10
Second Floor Conceptual Site Plan



Source: PSL Architects, December 2015.

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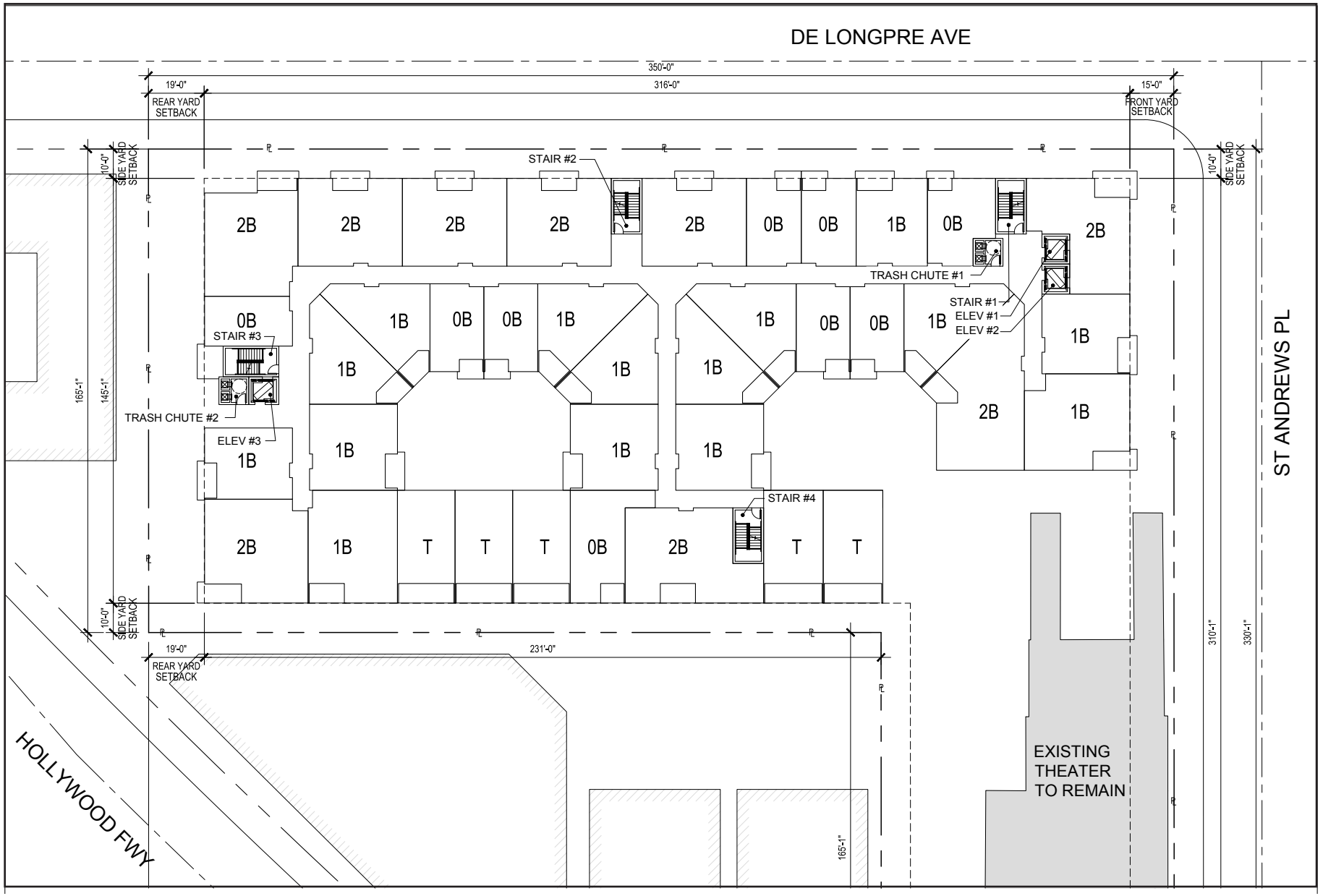
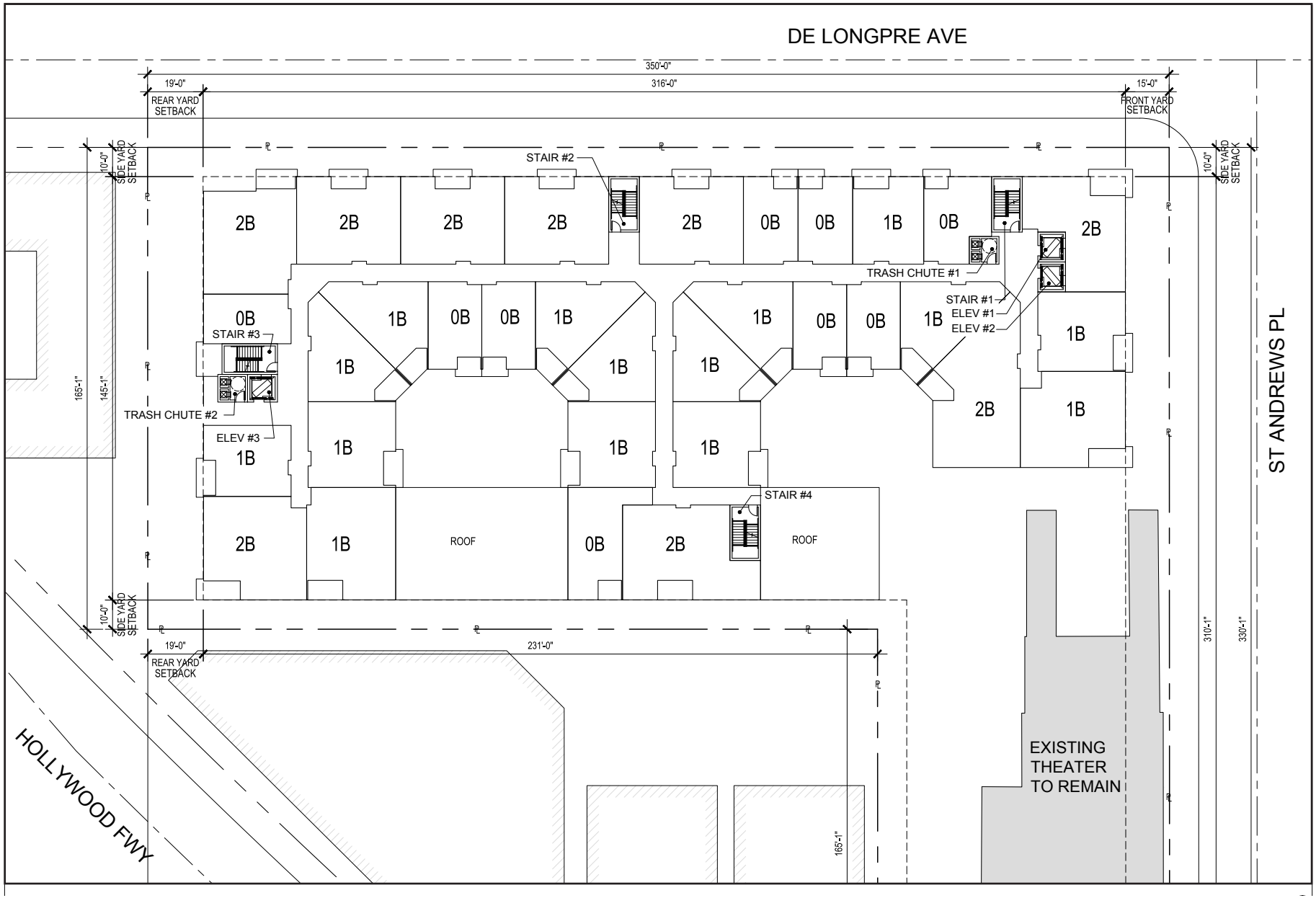
Figure II-11
Third Floor Conceptual Site Plan



Source: PSL Architects, December 2015.

EcoTierra consulting

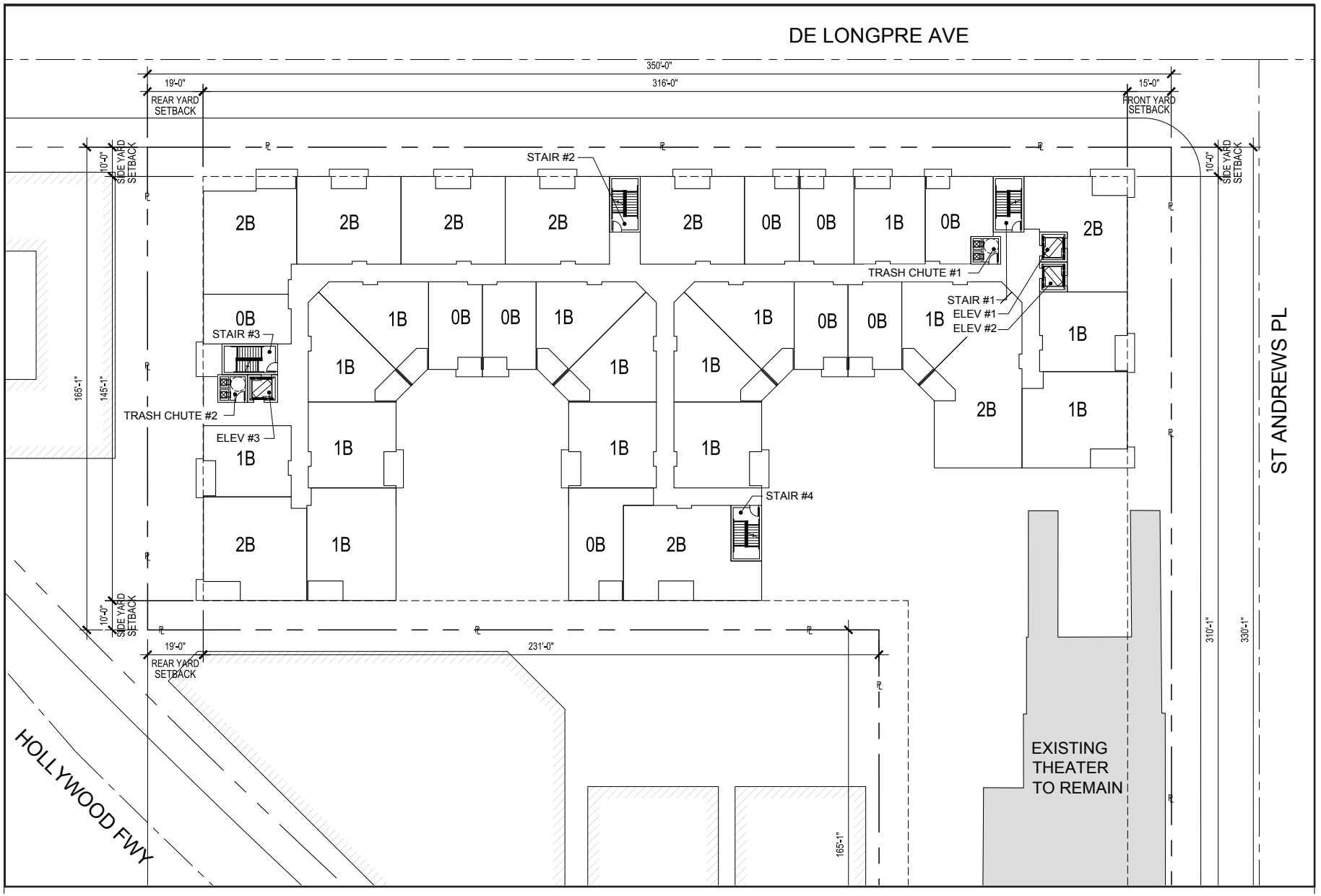
Figure II-12
Fourth Floor Conceptual Site Plan



Source: PSL Architects, December 2015.

EcoTierra consulting

Figure II-13
Fifth Floor Conceptual Site Plan



Source: PSL Architects, December 2015.

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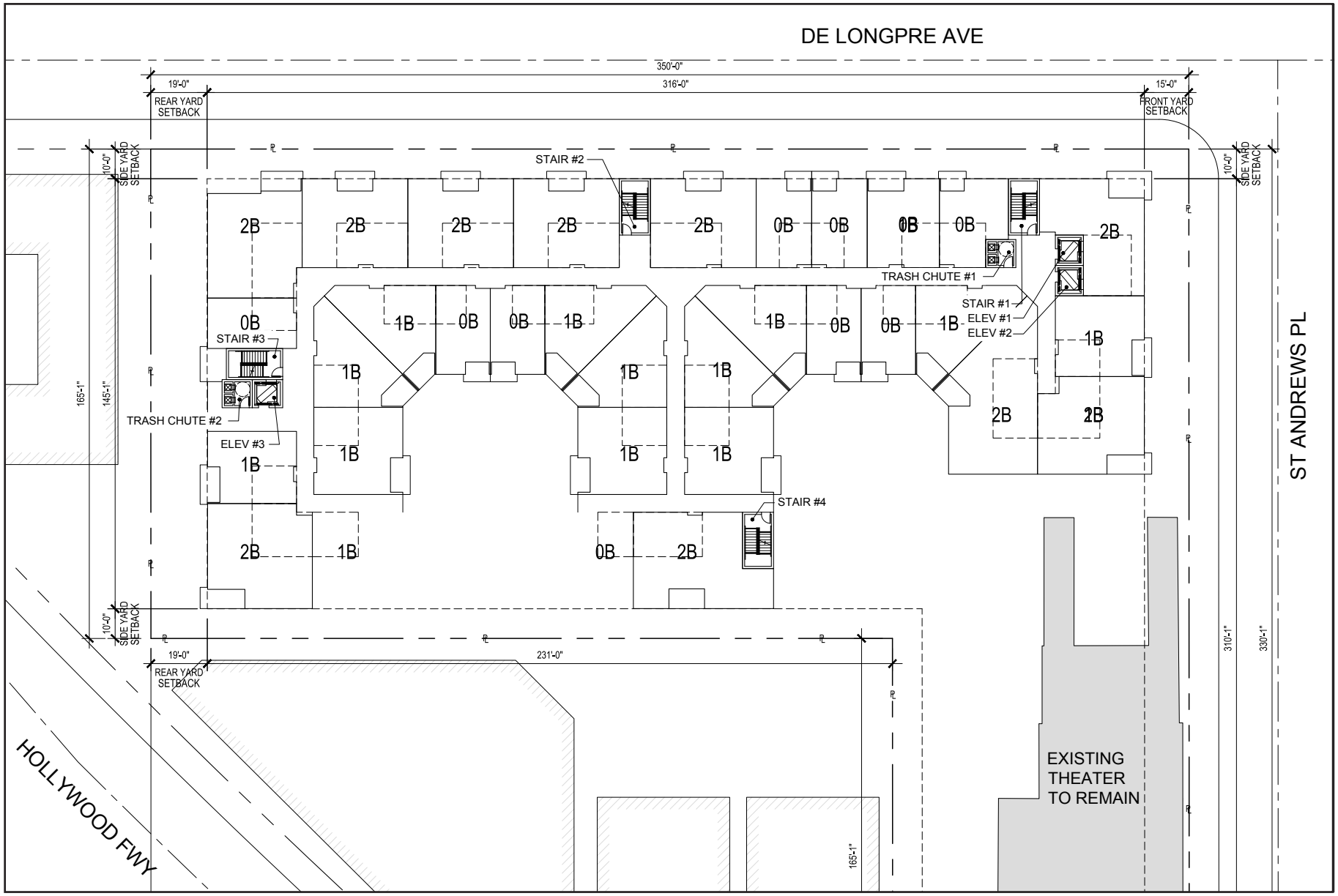
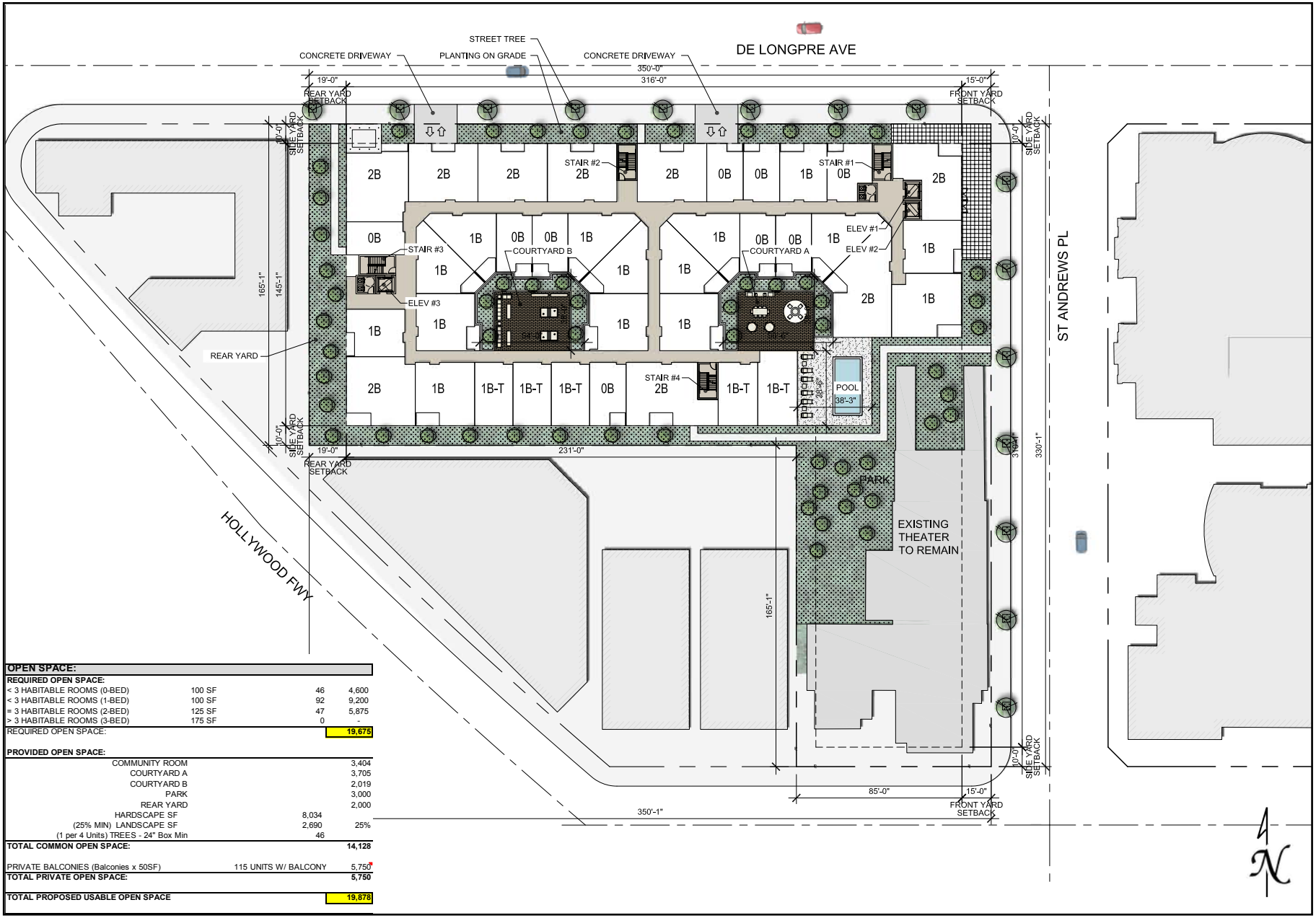
Figure II-14
Sixth Floor Conceptual Site Plan



Source: PSL Architects, December 2015.

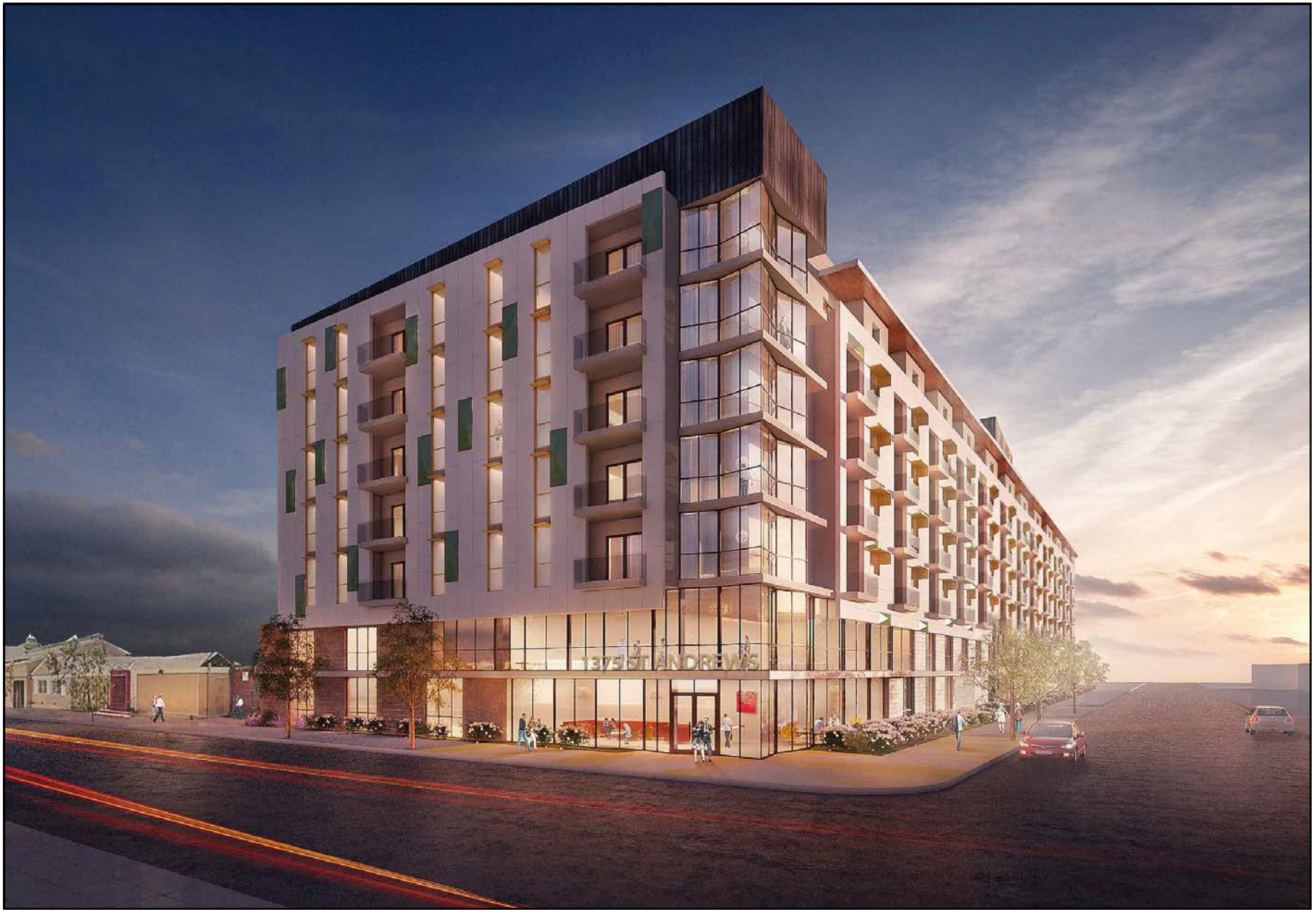


OPEN SPACE:			
REQUIRED OPEN SPACE:			
< 3 HABITABLE ROOMS (0-BED)	100 SF	46	4,600
< 3 HABITABLE ROOMS (1-BED)	100 SF	92	9,200
= 3 HABITABLE ROOMS (2-BED)	125 SF	47	5,875
> 3 HABITABLE ROOMS (3-BED)	175 SF	0	-
REQUIRED OPEN SPACE:			**19,675**
PROVIDED OPEN SPACE:			
COMMUNITY ROOM			3,404
COURTYARD A			3,705
COURTYARD B			2,019
PARK			3,000
REAR YARD			2,000
HARDSCAPE SF		8,034	
(25% MIN) LANDSCAPE SF		2,690	25%
(1 per 4 Units) TREES - 24" Box Min		46	
TOTAL COMMON OPEN SPACE:			**14,128**
PRIVATE BALCONIES (Balconies x 50SF)	115 UNITS W/ BALCONY		5,750
TOTAL PRIVATE OPEN SPACE:			**5,750**
TOTAL PROPOSED USABLE OPEN SPACE			**19,878**

Source: PSL Architects, December 2015.

EcoTierra consulting

Figure II-16
Landscaping Plan

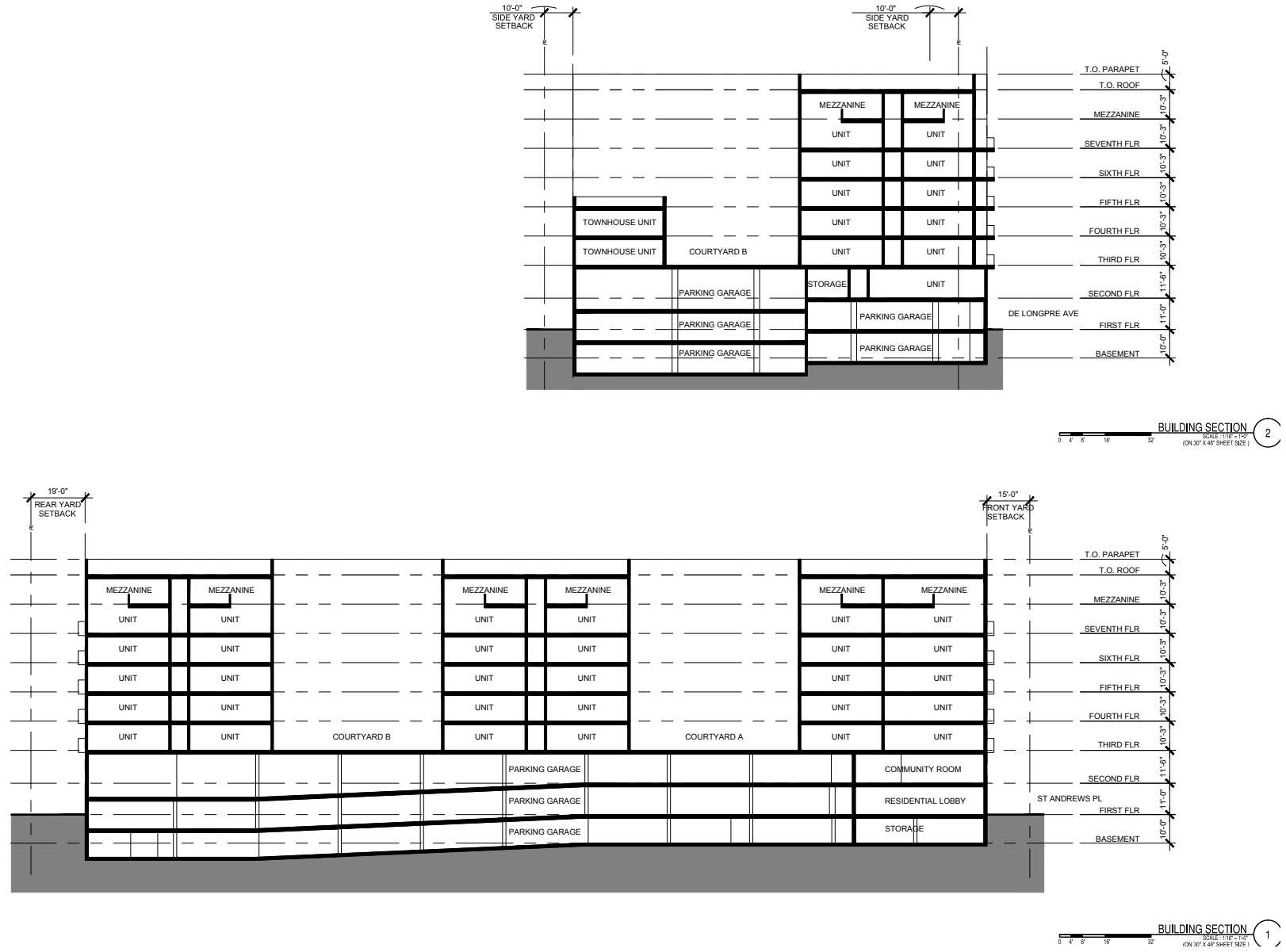


Source: PSL Architects, December 2015.

EcoTierra consulting

Figure II-17
Residential Building Perspective


10'-0" SIDE YARD SETBACK
10'-0" SIDE YARD SETBACK
T.O. PARAPET
T.O. ROOF
MEZZANINE
SEVENTH FLR
SIXTH FLR
FIFTH FLR
FOURTH FLR
THIRD FLR
SECOND FLR
FIRST FLR
AVG GRADE
85'-0"
DE LONGPRE AVE
EAST ELEVATION 4
WEST ELEVATION 3
15'-0" FRONT YARD SETBACK
19'-0" REAR YARD SETBACK
ST ANDREWS PL
NORTH ELEVATION 2
SOUTH ELEVATION 1



Source: PSL Architects, December 2015.

C. Open Space and Landscaping

Open space would be provided in accordance with LAMC 12.21 G.2, which requires 100 square feet for each unit with less than three habitable rooms (i.e. studios and one-bedrooms), 125 square feet for each unit with three habitable rooms (i.e. two-bedroom apartments) and 175 square feet for units with more than three habitable rooms (i.e. three-bedroom apartments or larger). Including private balconies, the project would provide a total of 19,878 square feet of open space.[2] Per LAMC 12.21 G.2(a)(iv), 50 percent of the total required open space, or 9,837.5 square feet, must be common open space. Common open space would be provided in the form of an indoor community room (3,404 sf), two central courtyards (2,019 sf and 3,705 sf), a rear yard (2,000 sf) and an at-grade park (3,000 sf). Of the outdoor common open space (10,724 sf), a minimum of 25 percent would be landscaped with a variety of drought-tolerant plant species (2,690 sf).

The proposed landscaping plan would provide a mix of ground cover and trees to compliment the architecture. Plant material have been selected for temperature hardiness and low water use (see Figure II-16, Landscaping Plan). The project would remove seven (7) of the eight (8) existing trees (lemon and other unprotected tree types) on the project site.

D. Land Use Plans/Zoning

The project site is located in the Hollywood Community Plan Area, the Hollywood Redevelopment Project Area, and is zoned as R4-2 (Multiple Dwelling Zone-Unlimited Height District). The zone permits a 6:1 Floor Area Ratio (FAR). However, the FAR on the project site is limited to a maximum of 4.5:1 by the Hollywood Community Plan. The project site is located in Height District 2, which allows unlimited building heights.

Including the 9,681 square-foot existing theater building and the 192,273 square feet of new floor area, the project would result in a total floor area of 201,954 square feet and a total FAR of 3.2 to 1. No General Plan land use designation or zoning amendments are proposed and the project would be consistent with the existing General Plan land use and zoning designations.

The project includes a Site Plan Review for a project resulting in an increase of 50 residential units; a Zoning Administrator's Adjustment to allow a non-conforming front yard of 0 feet and non-conforming side yard of 7 feet for the existing theater building to remain; and a Zoning Administrator's Interpretation to determine that St. Andrews Place shall be the front yard, De Longpre Avenue and Fernwood Avenue shall be the side yards, and the western property line separating Lots 7 and 8 shall be the rear yard. See the Discretionary Actions and Approvals discussion below for more information regarding the discretionary requests that are part of the project.

E. Lighting

The project would provide illumination at street level for security. All lighting on the upper levels would be shielded and focused on the project site and directed away from the neighboring land uses. The project would include architectural features and facades with a low level of reflectivity.

[2] *The project is required to provide a minimum of 19,675 square feet of open space.*

F. Green Building and Sustainability

The building would include sustainable design to meet or exceed all City of Los Angeles current building code and Title 24 requirements. As such, the development would incorporate eco-friendly building materials, systems, and features wherever feasible, including Energy Star appliances, water saving and low-flow fixtures, non-VOC paints and adhesives, drought tolerant planting, and high performance building envelopment. The building would also be designed to accommodate solar photovoltaic panels and on-site electric vehicle chargers.

In addition, the project, which is located in the dense Hollywood community, where bus and rail transit is readily available, would support fewer vehicle trips. There are several major bus routes running along Sunset Boulevard, Hollywood Boulevard, and Western Avenue. Additionally, the project is less than one-half mile from the Hollywood/Western Station of the Metro Red Line. The project's proximity to US-101, Sunset Boulevard, and Western Avenue would also ensure adequate access to arterials roads and freeways for regional vehicular travel.

G. Construction, Grading, and Phasing

The project would be constructed over approximately 22 months, starting in 2018. Major construction phases would be as follows:

- Demolition - 1 month
- Garage Excavation - 6 months
- Framing - 10 months
- Finishing - 5 months

The project would require a haul route permit and would require the net export of approximately 23,264 cubic yards of material and approximately 7,292 cubic yards of demolition debris from the project site. The likely outbound haul routes for the project would be via St. Andrews Place and Sunset Boulevard to the southbound US-101 freeway, and De Longpre Avenue and Western Avenue to the northbound US-101 freeway. Exported materials would be disposed at the Puente Hills landfill in Whittier and Bradley Landfill and Recycling Center in Sun Valley.

5. PROJECT OBJECTIVES

Section 15124(b) of the State CEQA Guidelines requires that a Project Description contain "a statement of the objectives sought by the proposed project." The objectives of the project are as follows:

1) To provide for the efficient and functional development of a partially underutilized site, which is designated to allow for residential development by-right up to 4.5:1 FAR, through the development of new housing and other uses to meet anticipated community and regional demands;

2) To establish complementary land uses that would revitalize underutilized urban property and foster local housing development;

3) To serve the needs of the community and complement surrounding development;

4) To retain the children's playhouse/theater on-site and develop the property around the theater; and

5) To create new housing stock to address the unmet regional demand.

6. DISCRETIONARY ACTIONS AND APPROVALS

The City of Los Angeles, Department of City Planning is the lead agency for the project. In order to permit development of the project, the City may require approval of one or more of the following discretionary actions:

- Site Plan Review for a project resulting in an increase of 50 residential units;
- Zoning Administrator's Adjustment to allow a non-conforming front yard of 0 feet and non-conforming side yard of 7 feet for the existing building to remain;
- Zoning Administrator's Interpretation to determine that St. Andrews Place shall be the front yard, De Longpre Avenue and Fernwood Avenue shall be the side yards, and the western property line separating Lots 7 and 8 shall be the rear yard;
- A haul route permit;
- Demolition, grading, excavation, and building permits;
- Tree removal permit; and
- Other permits, ministerial or discretionary, may be necessary in order to execute and implement the project including landscaping approvals, exterior approvals, permits for driveway curb cuts, storm water discharge permits, and installation and hookup approvals for public utilities and related permits.

Federal, state, and regional agencies that may have jurisdiction over some aspect the project include, but are not limited to:

- Regional Water Quality Board; and
- South Coast Air Quality Management District.

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT

LEAD CITY AGENCY:		**COUNCIL DISTRICT:**
City of Los Angeles, Department of City Planning		CD 13 – MITCH O'FARRELL
PROJECT TITLE:	**ENVIRONMENTAL CASE:**	**CASE NO.**
1375 St. Andrews Apartments	ENV-2015-4630-EIR	ZA-2015-4629-ZAA-ZAI-SPR

PROJECT LOCATION: 1365–1375 St. Andrews Place, 5604-5632 W. De Longpre Avenue, and 5605-5607 W. Fernwood Avenue

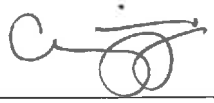
PROJECT DESCRIPTION:
The project proposes the demolition of 35,057 square feet of existing buildings on the site, consisting of a two-story commercial structure occupied by Citizens of the World Silver Lake charter school and a single-story vacant commercial structure. The project includes the construction of a new seven-story, 192,273 square-foot residential building with 185 residential units above a 1 ½ level subterranean parking garage, with a total of 251 on-site parking spaces. The project proposes a maximum height of 85 feet. The first level would consist of the residential lobby and parking, the second level would consist of residential units and parking, and the third through seventh level would consist of residential units. The project would include public and private open space including a fitness facility, community rooms, two courtyards, park, park area, rear yard, and pool. Once complete, the project would total approximately 201,954 square feet, including the existing theater. The existing theater building located on the project site at 5605–5607 Fernwood Avenue/1365 St. Andrews Place and operated by Assistance League of Los Angeles would be maintained on the site and continue operations as part of the project.

The Project Applicant is requesting ministerial and discretionary approvals as part of the project, including but not limited to: Site Plan Review for a project resulting in an increase of 50 residential units; Zoning Administrator's Adjustment to allow a non-conforming front yard of 0 feet and non-conforming side yard of 7 feet for the existing building to remain; Zoning Administrator's Interpretation to determine that St. Andrews Place shall be the front yard, De Longpre Avenue and Fernwood Avenue shall be the side yards, and the western property line separating Lots 7 and 8 shall be the rear yard; and other required ministerial and discretionary building permits.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY
1375 St. Andrews LLC
1590 Rosecrans Avenue, Suite #D-303
Manhattan Beach, CA 90266

FINDING:
The Department of City Planning of the City of Los Angeles finds that the Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

NAME OF PERSON PREPARING FORM	**TITLE**	**TELEPHONE NUMBER**
Christina Toy-Lee	City Planner	(213) 473-9723
ADDRESS	**SIGNATURE (Official)**	**DATE**
Major Projects & EIR 200 North Spring Street, Room 750 Los Angeles, CA 90012		May 24, 2016

CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK

ROOM 395, CITY HALL

LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

INITIAL STUDY and CHECKLIST (CEQA Guidelines Section 15063)

LEAD CITY AGENCY: City of Los Angeles	**COUNCIL DISTRICT:** CD 13 – MITCH O'FARRELL	**DATE:** May 24, 2016
RESPONSIBLE AGENCIES: Department of City Planning		
ENVIRONMENTAL CASE: ENV-2015-4630-EIR	**RELATED CASES:** ZA-2015-4629-ZAA-ZAI-SPR	
PREVIOUS ACTIONS CASE NO. ZA-2012-3201-ZV-ZAA; ZA-1994-886-ZV-YV; ZA-1992-170-ZV; ZA-1992-169-ZV;	☒ DOES have significant changes from previous actions. ❑ DOES NOT have significant changes from previous actions.	

PROJECT DESCRIPTION:

Site Plan Review; Zoning Administrator's Adjustment to allow a non-conforming front yard of 0 feet and non-conforming side yard of 7 feet for the existing building to remain; Zoning Administrator's Interpretation to determine that St. Andrews Place shall be the front yard, De Longpre Avenue and Fernwood Avenue shall be the side yards, and the western property line separating Lots 7 and 8 shall be the rear yard; and other required ministerial and discretionary building permits.

ENV PROJECT DESCRIPTION:

The project proposes the demolition of 35,057 square feet of existing buildings on the site, consisting of a two-story commercial structure occupied by Citizens of the World Silver Lake charter school and a single-story vacant commercial structure. The project includes the construction of a new seven-story, 192,273 square-foot residential building with 185 residential units above a 1 ½ level subterranean parking garage, with a total of 251 on-site parking spaces. The project proposes a maximum height of 85 feet. The first level would consist of the residential lobby and parking, the second level would consist of residential units and parking, and the third through seventh level would consist of residential units. The project would include public and private open space including a fitness facility, community rooms, two courtyards, park, park area, rear yard, and pool. Once complete, the project would total approximately 201,954 square feet, including the existing theater. The existing theater building located on the project site at 5605–5607 Fernwood Avenue/1365 St. Andrews Place and operated by Assistance League of Los Angeles would be maintained on the site and continue operations as part of the project.

ENVIRONMENTAL SETTING:

The project site consists of a L shaped lot comprising approximately 1.7 acres at the southwest corner of the intersection of St. Andrews Place and W. De Longpre Avenue in Hollywood. The project site fronts approximately 330 feet along the west side of St. Andrews Place, 350 feet along the south side of De Longpre Avenue, and 100 feet along the north side of Fernwood Avenue. The project site is currently occupied by a charter school with a pool and concrete sports areas, a vacant building and asphalt play areas (formerly used as a childcare center), and an operating theater. Nearby vicinity land uses include the Hollywood Freeway (US-101) to the west, a Home Depot and a partially completed Target building to the north and northeast, vacant buildings that previously housed the Assistance League of Los Angeles to the east, and multi-family residential development to the south.

PROJECT LOCATION: 1367–1375 St. Andrews Place, 5604-5632 W De Longpre Avenue, and 5605-5607 Fernwood Avenue

COMMUNITY PLAN AREA: Hollywood **STATUS:** ❑ Preliminary ❑ Proposed	☒ Does Conform to Plan ❑ Does NOT Conform to Plan	**AREA PLANNING COMMISSION:** Central	**CERTFIED NEIGHBORHOOD COUNCIL:** Hollywood Studio District

☒ ADOPTED in 1988			
EXISTING ZONING: R4-2	**MAX DENSITY ZONING:** 6.0:1	**LA River Adjacent:** No	
GENERAL PLAN LAND USE: High Density Residential	**MAX. DENSITY PLAN:** 4.5:1		

Determination (To be completed by Lead Agency)

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☒ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	City Planner Title	(213) 473-9723 Phone

Evaluation of Environmental Impacts:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less that significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact."

The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross referenced).

5. Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:

   a. Earlier Analysis Used. Identify and state where they are available for review.

   b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c. Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated

7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.

9. The explanation of each issue should identify:

   a. The significance criteria or threshold, if any, used to evaluate each question; and

   b. The mitigation measure identified, if any, to reduce the impact to less than significant.

Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

❑ AESTHETICS	☒ GREENHOUSE GAS EMISSIONS	☒ POPULATION AND HOUSING
❑ AGRICULTURE AND FOREST RESOURCES	☒ HAZARDS AND HAZARDOUS MATERIALS	☒PUBLIC SERVICES
☒ AIR QUALITY	❑ HYDROLOGY AND WATER QUALITY	☒ RECREATION
☒ BIOLOGICAL RESOURCES	☒ LAND USE AND PLANNING	☒TRANSPORTATION/CIRCULATION
☒ CULTURAL RESOURCES	❑ MINERAL RESOURCES	☒ UTILITIES
☒ GEOLOGY AND SOILS	☒ NOISE	☒ MANDATORY FINDINGS OF SIGNIFICANCE

INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

Background

PROPONENT NAME:
1375 St. Andrews LLC

PHONE NUMBER:
310-213-6560

APPLICANT ADDRESS:
1590 Rosecrans Avenue, Suite #D-303
Manhattan Beach, CA 90266

AGENCY REQUIRING CHECKLIST:
Department of City Planning

DATE SUBMITTED:
February 24, 2016

PROPOSAL NAME (If Applicable):
1375 St. Andrews Apartment Project

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I.	**AESTHETICS**. Would the project:				
a.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON A SCENIC VISTA?	❑	❑	❑	☒
b.	SUBSTANTIALLY DAMAGE SCENIC RESOURCES, INCLUDING, BUT NOT LIMITED TO, TREES, ROCK OUTCROPPINGS, AND HISTORIC BUILDINGS, OR OTHER LOCALLY RECOGNIZED DESIRABLE AESTHETIC NATURAL FEATURE WITHIN A CITY-DESIGNATED SCENIC HIGHWAY?	❑	❑	❑	☒
c.	SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF THE SITE AND ITS SURROUNDINGS?	❑	❑	❑	☒
d.	CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA?	❑	❑	❑	☒
II.	**AGRICULTURE AND FOREST RESOURCES.** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a.	CONVERT PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATEWIDE IMPORTANCE, AS SHOWN ON THE MAPS PREPARED PURSUANT TO THE FARMLAND MAPPING AND MONITORING PROGRAM OF THE CALIFORNIA RESOURCES AGENCY, TO NON-AGRICULTURAL USE?	❑	❑	❑	☒
b.	CONFLICT WITH EXISTING ZONING FOR AGRICULTURAL USE, OR A WILLIAMSON ACT CONTRACT?	❑	❑	❑	☒
c.	CONFLICT WITH EXISTING ZONING FOR, OR CAUSE REZONING OF, FOREST LAND (AS DEFINED IN PUBLIC RESOURCES CODE SECTION 1220(G)), TIMBERLAND (AS DEFINED BY PUBLIC RESOURCES CODE SECTION 4526), OR TIMBERLAND ZONED TIMBERLAND PRODUCTION (AS DEFINED BY GOVERNMENT CODE SECTION 51104(G))?	❑	❑	❑	☒
d.	RESULT IN THE LOSS OF FOREST LAND OR CONVERSION OF FOREST LAND TO NON-FOREST USE?	❑	❑	❑	☒
e.	INVOLVE OTHER CHANGES IN THE EXISTING ENVIRONMENT WHICH, DUE TO THEIR LOCATION OR NATURE, COULD RESULT IN CONVERSION OF FARMLAND, TO NON-AGRICULTURAL USE OR CONVERSION OF FOREST LAND TO NON-FOREST USE?	❑	❑	❑	☒
III.	**AIR QUALITY.** Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a.	CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE SCAQMD OR CONGESTION MANAGEMENT PLAN?	☒	❑	❑	❑
b.	VIOLATE ANY AIR QUALITY STANDARD OR CONTRIBUTE SUBSTANTIALLY TO AN EXISTING OR PROJECTED AIR QUALITY VIOLATION?	☒	❑	❑	❑
c.	RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF ANY CRITERIA POLLUTANT FOR WHICH THE AIR BASIN IS NON-ATTAINMENT (OZONE, CARBON MONOXIDE, & PM 10) UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD?	☒	❑	❑	❑
d.	EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS?	☒	❑	❑	❑

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e.	CREATE OBJECTIONABLE ODORS AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE?	❑	❑	☒	❑
IV.	**BIOLOGICAL RESOURCES**. Would the project:				
a.	HAVE A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATION, ON ANY SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL STATUS SPECIES IN LOCAL OR REGIONAL PLANS, POLICIES, OR REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE?	❑	❑	☒	❑
b.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN THE CITY OR REGIONAL PLANS, POLICIES, REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE?	❑	❑	❑	☒
c.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON FEDERALLY PROTECTED WETLANDS AS DEFINED BY SECTION 404 OF THE CLEAN WATER ACT (INCLUDING, BUT NOT LIMITED TO, MARSH VERNAL POOL, COASTAL, ETC.) THROUGH DIRECT REMOVAL, FILLING, HYDROLOGICAL INTERRUPTION, OR OTHER MEANS?	❑	❑	❑	☒
d.	INTERFERE SUBSTANTIALLY WITH THE MOVEMENT OF ANY NATIVE RESIDENT OR MIGRATORY FISH OR WILDLIFE SPECIES OR WITH ESTABLISHED NATIVE RESIDENT OR MIGRATORY WILDLIFE CORRIDORS, OR IMPEDE THE USE OF NATIVE WILDLIFE NURSERY SITES?	❑	❑	❑	☒
e.	CONFLICT WITH ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, SUCH AS TREE PRESERVATION POLICY OR ORDINANCE (E.G., OAK TREES OR CALIFORNIA WALNUT WOODLANDS)?	☒	❑	❑	❑
f.	CONFLICT WITH THE PROVISIONS OF AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL COMMUNITY CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN?	❑	❑	❑	☒
V.	**CULTURAL RESOURCES.** Would the project:				
a.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF A HISTORICAL RESOURCE AS DEFINED IN STATE CEQA SECTION 15064.5?	☒	❑	❑	❑
b.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO STATE CEQA SECTION 15064.5?	☒	❑	❑	❑
c.	DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE?	☒	❑	❑	❑
d.	DISTURB ANY HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF FORMAL CEMETERIES?	☒	❑	❑	❑
VI.	**GEOLOGY AND SOILS.** Would the project:				
a.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING:				
i.	RUPTURE OF A KNOWN EARTHQUAKE FAULT, AS DELINEATED ON THE MOST RECENT ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING MAP ISSUED BY THE STATE GEOLOGIST FOR THE AREA OR BASED ON	❑	❑	☒	❑

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	OTHER SUBSTANTIAL EVIDENCE OF A KNOWN FAULT? REFER TO DIVISION OF MINES AND GEOLOGY SPECIAL PUBLICATION 42.				
ii.	STRONG SEISMIC GROUND SHAKING?	☒	❑	❑	❑
iii.	SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION?	❑	❑	☒	❑
iv.	LANDSLIDES?	❑	❑	❑	☒
b.	RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL?	❑	❑	☒	❑
c.	BE LOCATED ON A GEOLOGIC UNIT OR SOIL THAT IS UNSTABLE, OR THAT WOULD BECOME UNSTABLE AS A RESULT OF THE PROJECT, AND POTENTIAL RESULT IN ON- OR OFF-SITE LANDSLIDE, LATERAL SPREADING, SUBSIDENCE, LIQUEFACTION, OR COLLAPSE?	☒	❑	❑	❑
d.	BE LOCATED ON EXPANSIVE SOIL, AS DEFINED IN TABLE 18-1-B OF THE UNIFORM BUILDING CODE (1994), CREATING SUBSTANTIAL RISKS TO LIFE OR PROPERTY?	☒	❑	❑	❑
e.	HAVE SOILS INCAPABLE OF ADEQUATELY SUPPORTING THE USE OF SEPTIC TANKS OR ALTERNATIVE WASTE WATER DISPOSAL SYSTEMS WHERE SEWERS ARE NOT AVAILABLE FOR THE DISPOSAL OF WASTE WATER?	❑	❑	❑	☒
VII.	**GREENHOUSE GAS EMISSIONS.** Would the project:				
a.	GENERATE GREENHOUSE GAS EMISSIONS, EITHER DIRECTLY OR INDIRECTLY, THAT MAY HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT?	☒	❑	❑	❑
b.	CONFLICT WITH AN APPLICABLE PLAN, POLICY OR REGULATION ADOPTED FOR THE PURPOSE OF REDUCING THE EMISSIONS OF GREENHOUSE GASES?	☒	❑	❑	❑
VIII.	**HAZARDS AND HAZARDOUS MATERIALS.** Would the project:				
a.	CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS	❑	❑	☒	❑
b.	CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT?	☒	❑	❑	❑
c.	EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING OR PROPOSED SCHOOL?	❑	❑	☒	❑
d.	BE LOCATED ON A SITE WHICH IS INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES COMPILED PURSUANT TO GOVERNMENT CODE SECTION 65962.5 AND, AS A RESULT, WOULD IT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT?	☒	❑	❑	❑
e.	FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA?	❑	❑	❑	☒
f.	FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR THE PEOPLE RESIDING OR WORKING IN THE AREA?	❑	❑	❑	☒

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
g.	IMPAIR IMPLEMENTATION OF OR PHYSICALLY INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN?	❑	❑	☒	❑
h.	EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING WILDLAND FIRES, INCLUDING WHERE WILDLANDS ARE ADJACENT TO URBANIZED AREAS OR WHERE RESIDENCES ARE INTERMIXED WITH WILDLANDS?	❑	❑	❑	☒
IX.	**HYDROLOGY AND WATER QUALITY.** Would the project:				
a.	VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS?	❑	❑	☒	❑
b.	SUBSTANTIALLY DEPLETE GROUNDWATER SUPPLIES OR INTERFERE WITH GROUNDWATER RECHARGE SUCH THAT THERE WOULD BE A NET DEFICIT IN AQUIFER VOLUME OR A LOWERING OF THE LOCAL GROUNDWATER TABLE LEVEL (E.G., THE PRODUCTION RATE OF PRE-EXISTING NEARBY WELLS WOULD DROP TO A LEVEL WHICH WOULD NOT SUPPORT EXISTING LAND USES OR PLANNED LAND USES FOR WHICH PERMITS HAVE BEEN GRANTED)?	❑	❑	☒	❑
c.	SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, IN A MANNER WHICH WOULD RESULT IN SUBSTANTIAL EROSION OR SILTATION ON- OR OFF-SITE?	❑	❑	☒	❑
d.	SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, OR SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF IN AN MANNER WHICH WOULD RESULT IN FLOODING ON- OR OFF SITE?	❑	❑	☒	❑
e.	CREATE OR CONTRIBUTE RUNOFF WATER WHICH WOULD EXCEED THE CAPACITY OF EXISTING OR PLANNED STORMWATER DRAINAGE SYSTEMS OR PROVIDE SUBSTANTIAL ADDITIONAL SOURCES OF POLLUTED RUNOFF?	❑	❑	☒	❑
f.	OTHERWISE SUBSTANTIALLY DEGRADE WATER QUALITY?	❑	❑	☒	❑
g.	PLACE HOUSING WITHIN A 100-YEAR FLOOD PLAIN AS MAPPED ON FEDERAL FLOOD HAZARD BOUNDARY OR FLOOD INSURANCE RATE MAP OR OTHER FLOOD HAZARD DELINEATION MAP?	❑	❑	❑	☒
h.	PLACE WITHIN A 100-YEAR FLOOD PLAIN STRUCTURES WHICH WOULD IMPEDE OR REDIRECT FLOOD FLOWS?	❑	❑	❑	☒
i.	EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING FLOODING, INCLUDING FLOODING AS A RESULT OF THE FAILURE OF A LEVEE OR DAM?	❑	❑	☒	❑
j.	INUNDATION BY SEICHE, TSUNAMI, OR MUDFLOW?	❑	❑	❑	☒
X.	**LAND USE AND PLANNING.** Would the project:				
a.	PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY?	❑	❑	☒	❑
b.	CONFLICT WITH APPLICABLE LAND USE PLAN, POLICY OR REGULATION OF AN AGENCY WITH JURISDICTION OVER THE PROJECT (INCLUDING BUT NOT LIMITED TO THE GENERAL PLAN, SPECIFIC PLAN, COASTAL PROGRAM, OR ZONING ORDINANCE) ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT?	☒	❑	❑	❑
c.	CONFLICT WITH ANY APPLICABLE HABITAT CONSERVATION PLAN OR NATURAL COMMUNITY CONSERVATION PLAN?	❑	❑	❑	☒

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI.	**MINERAL RESOURCES.** Would the project:				
a.	RESULT IN THE LOSS OF AVAILABILITY OF A KNOWN MINERAL RESOURCE THAT WOULD BE OF VALUE TO THE REGION AND THE RESIDENTS OF THE STATE?	❑	❑	❑	☒
b.	RESULT IN THE LOSS OF AVAILABILITY OF A LOCALLY-IMPORTANT MINERAL RESOURCE RECOVERY SITE DELINEATED ON A LOCAL GENERAL PLAN, SPECIFIC PLAN, OR OTHER LAND USE PLAN?	❑	❑	❑	☒
XII.	**NOISE.** Would the project result in:				
a.	EXPOSURE OF PERSONS TO OR GENERATION OF NOISE IN LEVEL IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES?	☒	❑	❑	❑
b.	EXPOSURE OF PEOPLE TO OR GENERATION OF EXCESSIVE GROUNDBORNE VIBRATION OR GROUNDBORNE NOISE LEVELS?	☒	❑	❑	❑
c.	A SUBSTANTIAL PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?	☒	❑	❑	❑
d.	A SUBSTANTIAL TEMPORARY OR PERIODIC INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?	☒	❑	❑	❑
e.	FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?	❑	❑	❑	☒
f.	FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?	❑	❑	❑	☒
XIII.	**POPULATION AND HOUSING.** Would the project:				
a.	INDUCE SUBSTANTIAL POPULATION GROWTH IN AN AREA EITHER DIRECTLY (FOR EXAMPLE, BY PROPOSING NEW HOMES AND BUSINESSES) OR INDIRECTLY (FOR EXAMPLE, THROUGH EXTENSION OF ROADS OR OTHER INFRASTRUCTURE)?	☒	❑	❑	❑
b.	DISPLACE SUBSTANTIAL NUMBERS OF EXISTING HOUSING NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?	❑	❑	❑	☒
c.	DISPLACE SUBSTANTIAL NUMBERS OF PEOPLE NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?	❑	❑	❑	☒
XIV.	**PUBLIC SERVICES.** Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a.	FIRE PROTECTION?	☒	❑	❑	❑
b.	POLICE PROTECTION?	☒	❑	❑	❑
c.	SCHOOLS?	☒	❑	❑	❑
d.	PARKS?	☒	❑	❑	❑
e.	OTHER PUBLIC FACILITIES?	☒	❑	❑	❑
XV.	**RECREATION**				

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a.	WOULD THE PROJECT INCREASE THE USE OF EXISTING NEIGHBORHOOD AND REGIONAL PARKS OR OTHER RECREATIONAL FACILITIES SUCH THAT SUBSTANTIAL PHYSICAL DETERIORATION OF THE FACILITY WOULD OCCUR OR BE ACCELERATED?	☒	❑	❑	❑
b.	DOES THE PROJECT INCLUDE RECREATIONAL FACILITIES OR REQUIRE THE CONSTRUCTION OR EXPANSION OF RECREATIONAL FACILITIES WHICH MIGHT HAVE AN ADVERSE PHYSICAL EFFECT ON THE ENVIRONMENT?	❑	❑	❑	☒
XVI.	**TRANSPORTATION/CIRCULATION. Would the project:**				
a.	CONFLICT WITH AN APPLICABLE PLAN, ORDINANCE OR POLICY ESTABLISHING MEASURES OF EFFECTIVENESS FOR THE PERFORMANCE OF THE CIRCULATION SYSTEM, TAKING INTO ACCOUNT ALL MODES OF TRANSPORTATION INCLUDING MASS TRANSIT AND NON-MOTORIZED TRAVEL AND RELEVANT COMPONENTS OF THE CIRCULATION SYSTEM, INCLUDING BUT NOT LIMITED TO INTERSECTIONS, STREETS, HIGHWAYS AND FREEWAYS, PEDESTRIAN AND BICYCLE PATHS AND MASS TRANSIT?	☒	❑	❑	❑
b.	CONFLICT WITH AN APPLICABLE CONGESTION MANAGEMENT PROGRAM, INCLUDING BUT NOT LIMITED TO LEVEL OF SERVICE STANDARDS AND TRAVEL DEMAND MEASURES, OR OTHER STANDARDS ESTABLISHED BY THE COUNTY CONGESTION MANAGEMENT AGENCY FOR DESIGNATED ROADS OR HIGHWAYS?	☒	❑	❑	❑
c.	RESULT IN A CHANGE IN AIR TRAFFIC PATTERNS, INCLUDING EITHER AN INCREASE IN TRAFFIC LEVELS OR A CHANGE IN LOCATION THAT RESULTS IN SUBSTANTIAL SAFETY RISKS?	❑	❑	❑	☒
d.	SUBSTANTIALLY INCREASE HAZARDS TO A DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT)?	☒	❑	❑	❑
e.	RESULT IN INADEQUATE EMERGENCY ACCESS?	☒	❑	❑	❑
f.	CONFLICT WITH ADOPTED POLICIES, PLANS OR PROGRAMS REGARDING PUBLIC TRANSIT, BICYCLE, OR PEDESTRIAN FACILITIES, OR OTHERWISE DECREASE THE PERFORMANCE OR SAFETY OF SUCH FACILITIES?	☒	❑	❑	❑
XVII.	**UTILITIES.** Would the project:				
a.	EXCEED WASTEWATER TREATMENT REQUIREMENTS OF THE APPLICABLE REGIONAL WATER QUALITY CONTROL BOARD?	❑	❑	☒	❑
b.	REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW WATER OR WASTEWATER TREATMENT FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?	☒	❑	❑	❑
c.	REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW STORMWATER DRAINAGE FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?	☒	❑	❑	❑
d.	HAVE SUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT FROM EXISTING ENTITLEMENTS AND RESOURCE, OR ARE NEW OR EXPANDED ENTITLEMENTS NEEDED?	☒	❑	❑	❑
e.	RESULT IN A DETERMINATION BY THE WASTEWATER TREATMENT PROVIDER WHICH SERVES OR MAY SERVE THE PROJECT THAT IT HAS ADEQUATE CAPACITY TO SERVE THE PROJECT'S PROJECTED	☒	❑	❑	❑

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	DEMAND IN ADDITION TO THE PROVIDER'S EXISTING COMMITMENTS?				
f.	BE SERVED BY A LANDFILL WITH SUFFICIENT PERMITTED CAPACITY TO ACCOMMODATE THE PROJECT'S SOLID WASTE DISPOSAL NEEDS?	☒	❑	❑	❑
g.	COMPLY WITH FEDERAL, STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE?	☒	❑	❑	❑
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE					
a.	DOES THE PROJECT HAVE THE POTENTIAL TO DEGRADE THE QUALITY OF THE ENVIRONMENT, SUBSTANTIALLY REDUCE THE HABITAT OF FISH OR WILDLIFE SPECIES, CAUSE A FISH OR WILDLIFE POPULATION TO DROP BELOW SELF-SUSTAINING LEVELS, THREATEN TO ELIMINATE A PLANT OR ANIMAL COMMUNITY, REDUCE THE NUMBER OR RESTRICT THE RANGE OF A RARE OR ENDANGERED PLANT OR ANIMAL OR ELIMINATE IMPORTANT EXAMPLES OF THE MAJOR PERIODS OF CALIFORNIA HISTORY OR PREHISTORY?	☒	❑	❑	❑
b.	DOES THE PROJECT HAVE IMPACTS WHICH ARE INDIVIDUALLY LIMITED, BUT CUMULATIVELY CONSIDERABLE? ("CUMULATIVELY CONSIDERABLE" MEANS THAT THE INCREMENTAL EFFECTS OF AN INDIVIDUAL PROJECT ARE CONSIDERABLE WHEN VIEWED IN CONNECTION WITH THE EFFECTS OF PAST PROJECTS, THE EFFECTS OF OTHER CURRENT PROJECTS, AND THE EFFECTS OF PROBABLE FUTURE PROJECTS).	☒	❑	❑	❑
c.	DOES THE PROJECT HAVE ENVIRONMENTAL EFFECTS WHICH CAUSE SUBSTANTIAL ADVERSE EFFECTS ON HUMAN BEINGS, EITHER DIRECTLY OR INDIRECTLY?	☒	❑	❑	❑

IV. ENVIRONMENTAL IMPACT ANALYSIS

INTRODUCTION

This section of the Initial Study contains an assessment and discussion of impacts associated with each environmental issue and subject area identified in the Initial Study Checklist. The thresholds of significance are based on the practices of the City of Los Angeles, the *L.A. CEQA Thresholds Guide 2006*, and other sources as noted.

IMPACT ANALYSIS

1. AESTHETICS. Would the project:

a) Have a substantial adverse effect on a scenic vista?

No Impact. For the purpose of this Initial Study, a significant impact may occur if a project introduces incompatible visual elements within a field of view containing a scenic vista or substantially blocks views of a scenic vista. Scenic vistas are generally described in two ways: panoramic views (visual access to a large geographic area, for which the field of view can be wide and extend into the distance) and focal views (visual access to a particular object, scene, or feature of interest). Based on the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, the determination of whether a project results in a significant impact on a scenic vista shall be made considering the following factors:

- The nature and quality of recognized or valued views (such as natural topography, settings, man-made or natural features of visual interest, and resources such as mountains or ocean);
- Whether a project affects views from a designated scenic highway, corridor, or parkway;
- The extent of obstruction (e.g., total blockage, partial interruption, or minor diminishment); and
- The extent to which a project affects recognized views available from a length of a public roadway, bike path, or trail, as opposed to a single, fixed vantage point.

The project site is located within a City of Los Angeles Transit Priority Area (TPA). “Transit priority area” is defined as an area within one-half mile of a major transit stop that is existing or planned. Section 21064.3 of the Public Resources Code (PRC) defines a “major transit stop" as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. For purposes of Section 21099 of the PRC, a transit priority area also includes major transit stops in the City of Los Angeles that are scheduled to be completed within the planning horizon of the Southern California Association of Governments (SCAG) Regional Transportation Plan / Sustainable Community Strategy (RTP/SCS). Public Resources Code (PRC) Section 21099 (d)(1) states

that a project's aesthetic and parking impacts shall not be considered a significant impact on the environment if:

1. The project is a residential, mixed-use residential, or employment center project, and
2. The project is located on an infill site within a transit priority area.

Since the project is a residential project, located on an infill site, and is located within a City TPA, there would be no impact and no further analysis is required.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a city-designated scenic highway?

No Impact. Based on the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a significant impact would occur only if scenic resources within a city-designated scenic highway would be damaged and/or removed by development of a project.

The nearest city-designated scenic highway is Los Feliz Boulevard,[1] which is approximately 0.75 miles from the project site. Due to distance and intervening urban development, the project site is not visible from Los Feliz Boulevard. Therefore, there is no potential to damage scenic resources within a city-designated scenic highway and no impact would occur and further analysis of this issue is not required.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

No Impact. For the purpose of this Initial Study, a significant impact may occur if the project introduced incompatible visual elements on the project site or visual elements that would be incompatible with the character of the area surrounding the project site.

General Character Significance Methodology

Based on the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, the determination of whether the project results in a significant aesthetic impact shall be made considering the following factors:

- The amount or relative proportion of existing features or elements that substantially contribute to the valued visual character or image of a neighborhood, community, or localized area, which would be removed, altered or demolished;

- The amount of natural open space to be graded or developed;

[1] *City of Los Angeles, Department of City Planning, Transportation Element of the General Plan, Scenic Highways, Map E, September, 1999. Website: http://planning.lacity.org/cwd/gnlpln/TransElt/TEMaps/E_Scnc.gif. Accessed April 3, 2016.*

- The degree to which proposed structures in natural open space areas would be effectively integrated into the aesthetics of the site, through appropriate design, etc.
- The degree of contrast between proposed features and existing features that represent the area's valued aesthetic image;
- The degree to which the project would contribute to the area's aesthetic value; and
- Applicable guidelines and regulations.

Since the project is a residential project, located on an infill site, and is located within a City TPA, there would be no impact and no further analysis is required.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

No Impact. For the purpose of this Initial Study, a significant impact may occur if the project introduces new sources of light or glare on or from the project site which would be incompatible with the areas surrounding the project site, or which pose a safety hazard to motorists utilizing adjacent streets. Based on the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, the determination of whether the project results in a significant nighttime illumination impact shall be made considering the following factors:

- The change in ambient illumination levels as a result of project sources; and
- The extent to which project lighting would spill off the project site and effect adjacent light-sensitive areas.

Since the project is located within a City TPA, there would be no impact and no further analysis is required.

Shade and Shadow Thresholds of Significance

Based on the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project shading impact would normally be considered significant if shadow-sensitive uses would be shaded by project-related structures for more than three hours between the hours of 9:00 AM and 3:00 PM Pacific Standard Time between the first Sunday in November and the second Sunday in March, or for more than four hours between the hours of 9:00 AM and 5:00 PM Pacific Daylight Time between the second Sunday in March and the first Sunday in November.

Since the project is located within a City TPA, there would be no impact and no further analysis is required.

Cumulative Impacts

The project site is located within a City of Los Angeles TPA. The City's TPA map shows that the communities of Hollywood, Wilshire, Silver Lake-Echo Park-Elysian Valley, Westlake, Central City, Central City North, and Boyle Heights and large areas of other surrounding communities are located in TPA areas. Therefore, aesthetics changes resulting from any of the related projects would not be considered as significant impacts. Therefore, development of the project in combination with the related projects would not result in impacts to aesthetics and no further analysis is required.

2. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. Although not specified in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a significant impact may occur if the project were to result in the conversion of state-designated agricultural land from agricultural use to another non-agricultural use.

The project site is currently developed with buildings occupied by a charter school with a pool and concrete sports areas, a vacant building and asphalt play areas (formerly used as a childcare center), and an operating theater. No farmland or agricultural activity exists on or in the vicinity of the project site. According to the Soil Candidate Listing for Prime Farmland of Statewide Importance, Los Angeles County, which was prepared by the U.S. Department of Agriculture Natural Resources Conservation Service (NRCS), the soils at the project site are not candidates for listing as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. In addition, the project site has not been mapped pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. [2] Therefore, no impact would occur and further analysis of this issue is not required.

[2] *Source: State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland 2012 Map. Website: ftp://ftp.consrv.ca.gov/pub/Dlrp/FMMP/pdf/2012/los12.pdf. Accessed April 3, 2016.*

b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?

No Impact. Although not specified in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a significant impact may occur if the project were to result in the conversion of land zoned for agricultural use or under a Williamson Act contract from agricultural use to another non-agricultural use.

The project site is located within the jurisdiction of the City of Los Angeles and is, therefore, subject to the applicable land use and zoning requirements in the Los Angeles Municipal Code (LAMC), particularly Chapter 1, General Provisions and Zoning (City of Los Angeles Planning and Zoning Code). The Zoning Code includes development standards for the various districts in the City of Los Angeles. The project site is currently zoned R4-2 (Multiple Dwelling Zone-Height District 2-Unlimited) and has a land use designation of High Density Residential in the Hollywood Community Plan. The project site is not zoned for agricultural production, and there is no farmland at the project site. Therefore, no Williamson Act Contracts could be in effect for the project site[3] and no impact would occur and further analysis of this issue is not required.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12222(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. Although not specified in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a significant impact may occur if a project were to result in the conversion of land zoned for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)).

The project site is occupied by a charter school with a pool and concrete sports areas, a vacant building and asphalt play areas (formerly used as a childcare center), and an operating theater and is located within the jurisdiction of the City of Los Angeles and is, therefore, subject to the applicable land use and zoning requirements in the LAMC, particularly Chapter 1, General Provisions and Zoning (City of Los Angeles Planning and Zoning Code). The Zoning Code includes development standards for the various districts in the City of Los Angeles. The project site is currently zoned R4-2 and has a land use designation of High Density Residential in the Hollywood Community Plan. The project site is not zoned as forest land or timberland, and there is no Timberland Production at the project site. Therefore, no impact would occur and further analysis of this issue is not required.

[3] *Ibid.*

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. Although not specified in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a significant impact may occur if a project were to result in the loss of forest land or conversion of forest land to non-forest use.

The project site is currently developed with buildings occupied by a charter school with a pool and concrete sports areas, a vacant building and asphalt play areas (formerly used as a childcare center), and an operating theater. No forest land exists on or in the vicinity of the project site. Therefore, no impact would occur and further analysis of this issue is not required.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. Although not specified in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a significant impact may occur if a project results in the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use.

The project site is currently developed with buildings occupied by a charter school with a pool and concrete sports areas, a vacant building and asphalt play areas (formerly used as a childcare center), and an operating theater. Neither the project site, nor nearby properties, are currently utilized for agricultural or forestry uses and, as discussed above (Section 2(a)), the project site is not classified in any "Farmland" category designated by the State of California. According to the City General Plan Conservation Element Exhibit B2,[4] the project site is not located near or in any significant farmland area (i.e., a significant commercial crop or animal producing site). Therefore, no impact would occur.

Cumulative Impacts

No Impact. The Extent of Important Farmland Map Coverage maintained by the Division of Land Protection indicates that the project site and the surrounding area are not included in the Important Farmland category.[5] The project site and the related projects are located in an urbanized area in the City and do not include any State-designated agricultural lands or forest uses. Development of the project in combination with the related projects would not result in the conversion of State-designated agricultural land from agricultural use to a non-agricultural use nor result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no cumulative impact would occur.

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[4] *City of Los Angeles Conservation Element. Website: http://planning.lacity.org/cwd/gnlpln/consvelt.pdf. Accessed April 3, 2016.*

[5] *Ibid.*

3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the SCAQMD or congestion management plan?

Potentially Significant Impact. A significant impact may occur if the project is not consistent with the applicable air quality plan or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. In the case of projects proposed within the City of Los Angeles or elsewhere in the South Coast Air Basin (Basin), the applicable plan is the Air Quality Management Plan (AQMP) that is prepared by the South Coast Air Management District (SCAQMD). The SCAQMD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources to meet federal and State ambient air quality standards. It has responded to this requirement by preparing a series of AQMPs. The most recent of these was adopted by the Governing Board of the SCAQMD on December 7, 2012. This AQMP, referred to as the 2012 AQMP, was prepared to comply with the federal and State Clean Air Acts and amendments, to accommodate growth, to reduce the high levels of pollutants in the Basin, to meet federal and State air quality standards, and to minimize the fiscal impact that pollution control measures have on the local economy. The 2012 AQMP identifies the control measures that will be implemented over a 20-year horizon to reduce major sources of pollutants. Implementation of control measures established in the previous AQMPs has substantially decreased the population's exposure to unhealthful levels of pollutants, even while substantial population growth has occurred within the Basin.

The future air quality levels projected in the 2012 AQMP are based on several assumptions. For example, the SCAQMD assumes that general new development within the Basin will occur in accordance with population growth and transportation projections identified by the Southern California Association of Governments (SCAG) in its most current version of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which was adopted on April 4, 2012. The 2012 AQMP also assumes that general development projects will include strategies (mitigation measures) to reduce emissions generated during construction and operation in accordance with SCAQMD and local jurisdiction regulations, which are designed to address air quality impacts and pollution control measures.

For development projects, the SCAQMD recommends that consistency with the current AQMP be determined by comparing the population generated by the project to the population projections used in the development of the AQMP. Projects that are consistent with SCAG's applicable growth projections would not interfere with air quality attainment because this growth is included in the projections utilized in the formulation of the 2012 AQMP. This potential impact shall be evaluated in an EIR.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Potentially Significant Impact. A project may have a significant impact where project-related emissions would exceed federal, state or regional standards or thresholds, or where project-related emissions would

substantially contribute to an existing or projected air quality violation. The City of Los Angeles utilizes the following thresholds for the environmental review of plans and development proposals within its jurisdiction.

Construction Period Emissions – Daily Mass Emissions of CO, VOC, NOx, SOx, and PM_{10}

The SCAQMD currently recommends that projects with construction-related emissions that exceed any of the following emissions thresholds should be considered significant:

- 550 pounds per day of carbon monoxide (CO)
- 75 pounds per day of volatile organic compounds (VOC)
- 100 pounds per day of nitrogen oxides (NOx)
- 150 pounds per day of sulfur oxides (SOx)
- 150 pounds per day of respirable particulate matter (PM_{10})

Operational Emission Thresholds – Daily Mass Emissions of CO, VOC, NOx, SOx, and PM_{10}

The SCAQMD currently recommends that projects with operational emissions that exceed any of the following emissions thresholds should be considered significant:

- 550 pounds per day of CO
- 55 pounds per day of VOC
- 55 pounds per day of NOx
- 150 pounds per day of SOx
- 150 pounds per day of PM_{10}

Ambient Air Quality Levels of CO, NOx, and PM_{10}

The SCAQMD recommends that projects that generate emissions within the project site that cause the state ambient air quality standards for CO and nitrogen dioxide (NO_2) to be exceeded at nearby receptors should be considered significant. Emissions associated with project-generated vehicles that cause localized levels of CO near roadways and intersections to exceed state standards for this pollutant should also be considered significant. Because the Basin is not in attainment of the state ambient air quality standard for PM_{10}, the SCAQMD recommends that projects that generate emissions within the project site that cause a substantial increase in 24-hour PM_{10} levels at nearby sensitive receptors (receptors where people would be expected to reside for 24 consecutive hours) should be considered significant. The SCAQMD currently defines a substantial increase in local PM_{10} levels as 10.4 $\mu g/m^3$ during construction and 2.5 g/m^3 during operation of the project.

Toxic Air Contaminants Thresholds

The SCAQMD also recommends that projects that could emit carcinogenic or toxic air contaminants that exceed the maximum individual cancer risk of 10 in one million be considered significant and cumulatively considerable.

These potential impacts shall be evaluated in an EIR.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative threshold for ozone precursors)?

Potentially Significant Impact. A significant impact may occur if a project would add a considerable cumulative contribution to federal or state non-attainment pollutant. As discussed in 3b), the project would result in an increase in air emissions from construction activities and operation traffic in the Basin, an air quality management area currently in non-attainment of Federal and State air quality standards for O_3, PM_{10}, and $PM_{2.5}$. Therefore, implementation of the project would potentially contribute to air quality impacts, which would create a cumulative impact when combined with other existing and future emissions sources in the Basin. This potential impact shall be evaluated in an EIR.

d) Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. A significant impact may occur where a project would generate pollutant concentrations to a degree that would significantly affect sensitive receptors. The SCAQMD currently recommends that impacts to sensitive receptors be considered significant when emissions generated at a project site causes localized CO and NO_2 levels to exceed state ambient air quality standards at sensitive receptors or where a project causes an increase in local PM_{10} levels of 10.4 $\mu g/m^3$ during construction and 2.5 g/m^3 during operation of the project. A significant impact may also occur where a project would cause concentrations at sensitive receptors located near congested intersections to exceed the national or state ambient air quality standards and the traffic generated by the project contributes at least 1.0 parts per million (ppm) to the 1-hour concentrations or 0.45 ppm to the 8-hour concentrations. The project site is located approximately 90 feet from US-101, which could be a source of substantial pollutant concentrations. This potential impact shall be evaluated in an EIR.

e) Create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. Although not specified in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project-related significant adverse effect could occur if construction or operation of the project would result in generation of odors that would be perceptible in adjacent sensitive areas.

Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage

treatment facilities and landfills. The project would include residential uses and would not contain any of the above-listed odor producing uses. Odors associated with project operation would be limited to those associated with on-site solid waste generation and disposal (e.g., garbage receptacles, dumpsters). However, the project would require the use of construction equipment. Potential sources that may emit odors during construction activities include equipment exhaust. Odors from these sources would be localized and generally confined to the immediate area surrounding the project. The project would use typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. Therefore, construction of the project would result in less-than-significant impacts related to odors.

4. BIOLOGICAL RESOURCES. Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulation, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Less Than Significant Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant impact on biological resources if it could result in:

- The loss of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern;
- The loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community; or
- Interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise, light) to a degree that may diminish the chances for long-term survival of a sensitive species.

The project site is fully developed with buildings occupied by a charter school with a pool and concrete sports areas, a vacant building and asphalt play areas (formerly used as a childcare center), and an operating theater and is located in a heavily urbanized area of the City of Los Angeles. There are no protected trees as defined by the City of Los Angeles Protected Tree Ordinance No. 177,404 (i.e., native oaks [Quercus sp.], western sycamore [Platanus racemosa], Southern California black walnut [Juglans californica] and California bay [Umbellularia californica], which measure four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the tree) on the project site. The only vegetation on the project site consists of approximately eight (8) existing trees (lemon and other unprotected tree types), in varying health and aesthetic condition. These trees vary in trunk diameter ranging from 6 to 24 inches. However, because of the urbanized nature of the project site and project vicinity, the project site does not contain any habitat capable of sustaining any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the

California Department of Fish and Game or U.S. Fish and Wildlife Service. In addition, there are no known locally designated natural communities at the project site or in the project vicinity. Therefore, the project would have no impact on sensitive biological species or habitat and further analysis of this issue is not required.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant impact on biological resources if it could result in:

- The loss of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern;
- The loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community;
- The alternation of an existing wetland habitat; or
- Interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise, light) to a degree that may diminish the chances for long-term survival of a sensitive species.

The project site is fully developed with buildings occupied by a charter school with a pool and concrete sports areas, a vacant building and asphalt play areas (formerly used as a childcare center), and an operating theater. There are no streams or drainages near the project site and no riparian areas. The project site is in a highly urbanized area surrounded by development, roadways, and freeways and there are no sensitive habitat areas located on or adjacent to the project site. Implementation of the project would not result in any adverse impacts to riparian habitat or other sensitive natural communities, including through the loss of individuals or reduction of existing habitat, alteration of existing wetlands, or interference with the use of habitat and further analysis of this issue is not required.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant impact on biological resources if it could result in:

- The alteration of an existing wetland habitat.

The project site is currently developed with buildings occupied by a charter school with a pool and concrete sports areas, a vacant building and asphalt play areas (formerly used as a childcare center), and an operating theater and paved surfaces. The surrounding area is developed with buildings and roadways and is urban in nature. Review of the National Wetlands Inventory identified no protected wetlands in the project area.[6] Therefore, the project site does not support any riparian or wetland habitat, as defined by Section 404 of the Clean Water Act (see Section 4(b), above) and no impacts to riparian or wetland habitats would occur with implementation of the project and further analysis of this issue is not required.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant impact on biological resources if it could result in:

- Interference with wildlife movement/migration corridors that may diminish the chances for long-term survival of a sensitive species.

As discussed in Section 4(a), the project site is located in an area that has been previously developed in a heavily urbanized area of the City of Los Angeles. The project site is in a highly urbanized area surrounded by development, roadways, and freeways and there are no wildlife corridors or native wildlife nursery sites in the project vicinity. The project would comply with the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 CFR Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code, which prohibits take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). Therefore, the project would not interfere with the movement of any resident or migratory fish or wildlife species and further analysis of this issue is not required.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?

Potentially Significant Impact. For the purpose of this Initial Study, a project-related significant adverse effect could occur if the project would cause an impact which is inconsistent with local regulations pertaining to biological resources, e.g the City of Los Angeles Protected Tree Ordinance No. 177,404. In addition to the Protected Tree Ordinance, it is the City's policy that all mature trees (at least eight-inches in diameter at breast height) that are removed at development sites as part of project implementation be replaced at a 1:1 ratio and the removal of any trees in the public right-of-way be approved by the Board of Public Works.

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[6] *National Wetlands Inventory, U.S. Fish & Wildlife Service, February 8, 2016. Website: http://www.fws.gov/wetlands/Data/Mapper.html. Accessed April 3, 2016.*

The only vegetation on the project site consists of approximately eight (8) existing trees (lemon and other unprotected tree types), in varying health and aesthetic condition. The trunks of these trees range in size from 6 to 24 inches in diameter. Protected tree species are defined by the City of Los Angeles Protected Tree Ordinance No. 177,404 (i.e., native oaks [Quercus sp.], western sycamore [Platanus racemosa], Southern California black walnut [Juglans californica] and California bay [Umbellularia californica], which measure four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the tree) on the project site. Trees may be removed within the public right-of-way, which would require replacement at the required ratio. Trees on the project site will be documented as to species type and size in an Arborist's Report for the project.

This potential impact shall be evaluated in an EIR.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. Although not specified in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a significant impact would occur if the project would be inconsistent with mapping or policies in any conservation plans of the types cited.

The project site and its vicinity are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. Therefore, no impact would occur with implementation of the project and further analysis of this issue is not required.

Cumulative Impacts

The project site and the related projects are located in an urbanized area in the City and do not include any sensitive habitat, riparian areas, wetlands, or areas within an adopted habitat conservation plan. The related projects would be located in similar urban locations. Development of the project in combination with the related projects would not result in significant impacts to biological resources. Therefore, no cumulative impact would occur.

5. CULTURAL RESOURCES. Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

Potentially Significant Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a significant impact may occur if a project would disturb historic resources which presently exist within the project site. Section 15064.5 the State CEQA Guidelines defines an historical resource as: 1) a resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources; 2) a resource listed in a local

register of historical resources or identified as significant in an historical resource survey meeting certain state guidelines; or 3) an object, building, structure, site, area, place, record or manuscript which a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record. A significant adverse effect would occur if a project were to adversely affect an historical resource meeting one of the above definitions. A substantial adverse change in the significance of a historic resource means demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.

A historic architecture report will be prepared to determine if buildings on the site are eligible resources. No changes are proposed to the interior or exterior of the existing theater building; however, other buildings on the site would be demolished. Since the project site contains buildings on the site, including a children's playhouse/theater building that may be an eligible resource, a historic architecture report shall be prepared to assess impacts to historic resources through demolition of existing buildings or alteration of surrounding buildings near the children's playhouse/theater. This potential impact shall be evaluated in an EIR.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Potentially Significant Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a significant impact may occur if grading or excavation activities associated with a project would disturb archaeological resources which presently exist within the project site. Although the site is previously developed, excavation on the site for subterranean parking levels and other grading and excavation activities, have the potential to disturb existing undiscovered archaeological resources. Therefore, the potential for the discovery of and significance of impacts to archaeological resources shall be evaluated in an EIR.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Potentially Significant Impact. A significant impact could occur if grading or excavation activities associated with a project would disturb paleontological resources or geologic features which presently exist within the project site. Although the site is previously developed, excavation on the site for subterranean parking levels and other grading and excavation activities, have the potential to disturb existing unique paleontological resources or geologic features.

This potential impact shall be evaluated in an EIR.

d) Disturb any human remains, including those interred outside of formal cemeteries?

Potentially Significant Impact. A significant adverse impact could occur if grading or excavation activities associated with a project were to disturb previously interred human remains. The project site is currently developed with buildings occupied by a charter school with a pool and concrete sports areas, a vacant building and asphalt play areas (formerly used as a childcare center), and an operating theater and paved surfaces. The surrounding area is developed with buildings and roadways and is urban in nature and there are no cemeteries on the site. Although the site is previously developed, excavation on the site for subterranean parking levels and other grading and excavation activities, have the potential to disturb unknown human remains.

This potential impact shall be evaluated in an EIR.

6. GEOLOGY AND SOILS. Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less Than Significant Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. For the purpose of this specific issue, a significant impact may occur if a project site is located within a state-designated Alquist-Priolo Zone[7] or other designated fault zone, and appropriate building practices are not employed. The project site is not located within an Alquist-Priolo Zone or Preliminary Fault Rupture Study Area. The closest fault is the Hollywood Fault, located approximately 1.5 miles to the north of the project site, with the nearest fault trace located 0.63 miles to the north.[8] The findings and project-specific recommendations of the Geotechnical Investigation would be reviewed and approved by the City, including design parameters

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[7] *State of California, California Geological Survey, Earthquake Zones of Required Investigation, Hollywood Quadrangle. Website: http://gmw.consrv.ca.gov/SHMP/download/quad/HOLLYWOOD/maps/Hollywood_EZRIM/Hollywood_EZRIM.pdf. Accessed April 3, 2016.*

8 City of Los Angeles Department of City Planning, Zone Information and Map Access System, 1375 St. Andrews Place and 5616-20 De Longpre Avenue and Geotechnical Engineering Investigation, Proposed Residential Structure, 5604-32 DeLongpre Avenue (Parcel A and A-1), Los Angeles, California, Geotechnologies, Inc. July 15, 2015.

conforming to the California Building Code (CBC) as approved by the City of Los Angeles Department of Building and Safety. Therefore, there is an extremely low probability that the project would be located within a fault zone and impacts related to ground rupture from known earthquake faults would be less than significant and further analysis of this issue is not required.

(ii) Strong seismic ground shaking?

Potentially Significant Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards that would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. For the purpose of this specific issue, a significant impact may occur if a proposed project represents an increased risk to public safety or destruction of property by exposing people, property or infrastructure to seismically induced ground shaking hazards that are greater than the average risk associated with locations in the southern California region. The Geotechnical Study will determine the project's risk from strong seismic ground shaking and will include design recommendations based on site-specific conditions and building plans.

This information will be used to analyze the potential impact from strong seismic ground shaking in an EIR.

(iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. For the purpose of this specific issue, a significant impact may occur if the project is located in an area identified as having a high risk of liquefaction and mitigation measures required within such designated areas are not incorporated into the project. According to *City of Los Angeles Department of Planning, Zone Information and Map Access System, City of Los Angeles Safety Element, and State of California, California Geological Survey, Earthquake Zones of Required Investigation, Hollywood Quadrangle,*[9] the site is not located within an area identified as having potential for liquefaction. The testing conducted as part of the Geotechnical Engineering Investigation indicated that project site soils would not be subject to liquefaction during the

[9] *City of Los Angeles Department of City Planning, Zone Information and Map Access System, 1375 St. Andrews Place and 5616-20 De Longpre Avenue, State of California, California Geological Survey, Earthquake Zones of Required Investigation, Hollywood Quadrangle. Website: Website: http://qmw.consrv.ca.gov/SHMP/download/quad/HOLLYWOOD/maps/Hollywood_EZRIM/Hollywood_EZRIM.pdf. City of Los Angeles Safety Element, Exhibit B. Website: http://planning.lacity.org/cwd/gnlpln/saftyelt.pdf. Accessed April 3, 2016.*

ground motion expected during the design-based seismic event. [10] Therefore, impacts from liquefaction would be less than significant and further analysis of this issue is not required.

(iv) Landslides?

No Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. For the purpose of this specific issue, a project-related significant adverse effect may occur if the project is located in a hillside area with soil conditions that would suggest a high potential for sliding.

Elevations across the site range from 355 on the north to 352 above mean sea level on the south. Therefore, the site is relatively flat and level. The surrounding project vicinity is relatively flat and level. According to *City of Los Angeles Department of Planning, Zone Information and Map Access System* and the Geotechnical Engineering Investigation,[11] the site is not located within an area identified as having potential for landslides. In addition, according to the City of Los Angeles General Plan, Safety Element (1996)[12], the site is not located within an area identified as having potential for landslides.

The project site is in a densely developed area of the City and there are no known landslides near the site, nor is the site in the path of any known or potential landslides. As the probability of landslides, including seismically induced landslides, is considered to be very low at the project site, no impact would occur and further analysis of this issue is not required.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. A significant impact may occur if a project exposes large areas to the erosional effects of wind or water for a protracted period of time. The project site is currently developed with buildings and other impervious site improvements. The majority of the area surrounding the project site is completely developed and would not be susceptible to indirect erosional processes (e.g., uncontrolled runoff) caused by the project. During construction, grading and excavation would expose minimal amounts of soils for a limited time, allowing for possible erosion. All grading activities require

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[10] *Geotechnical Engineering Investigation, Proposed Residential Structure, 5604-32 DeLongpre Avenue (Parcel A and A-1), Los Angeles, California, Geotechnologies, Inc. July 15, 2015.*

[11] *City of Los Angeles Department of City Planning, Zone Information and Map Access System, 1375 St. Andrews Place and 5616-20 De Longpre Avenue and Geotechnical Engineering Investigation, Proposed Residential Structure, 5604-32 DeLongpre Avenue (Parcel A and A-1), Los Angeles, California, Geotechnologies, Inc. July 15, 2015.*

[12] *City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps: Safety Element Exhibit C: Landslide Inventory and Hillside Areas in the City of Los Angeles, May 1995. Website: http://planning.lacity.org/cwd/gnlpln/saftyelt.pdf. Accessed April 3, 2016.*

grading permits from the Department of Building and Safety. All grading on the site would be required to be comply with the provisions of Chapter IX, Division 70 of the Los Angeles Municipal Code that addresses grading, excavations, and fills. The permits typically require that grading work in excess of 200 cubic yards (cy) that would occur between November 1 and April 15 (the "rainy season") must include an erosion control system approved by the Department of Building and Safety. If excavation and grading activities must be scheduled during the rainy season, a Wet Weather Erosion Control Plan (WWECP) must be prepared pursuant to the “Manual and Guidelines for Temporary and Emergency Erosion Control,” adopted by the Los Angeles Board of Public Works. However, due to the temporary nature of the soil exposure during the grading and excavation processes, no substantial erosion would occur. Furthermore, during this period, the project would be required to prevent the transport of sediments from the project site by stormwater runoff and winds through the use of appropriate Best Management Practices (“BMPs”). These BMPs would be detailed in a Stormwater Pollution Prevent Program (“SWPPP”), which must be acceptable to the City and in compliance with the latest National Pollutant Discharge Elimination System (“NPDES”) Stormwater Regulations.

Long-term operation of the project would not result in substantial soil erosion or loss of topsoil as the majority of the project site would be covered by the structure and paving, while the remaining portions of the project site would be covered with irrigated landscaping. No exposed areas subject to erosion would be created or affected by the project and this impact would be less than significant and further analysis of this issue is not required.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Potentially Significant Impact. A significant impact may occur if a project is built in an unstable area without proper site preparation or design features to provide adequate foundations for proposed buildings, thus posing a hazard to life and property.

This potential impact shall be evaluated in an EIR.

d) Be located on expansive soil, as identified in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Potentially Significant Impact. A significant impact may occur if the project is built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus, posing a hazard to life and property.

This potential impact shall be evaluated in an EIR.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. Although not specified in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, this question would apply to the project only if it was located in an area not served by an existing sewer system.

The project site is located in a developed area of the City of Los Angeles, which is served by a wastewater collection, conveyance and treatment system operated by the City of Los Angeles. No septic tanks or alternative disposal systems are necessary, nor are they proposed. No impact would occur and further analysis of this issue is not required.

7. GREENHOUSE GAS EMISSIONS. Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Potentially Significant Impact. Construction and operation (i.e., use of the residences by occupants and mobile emissions associated with such use) of the project would generate greenhouse gas emissions. Generally, the evaluation of an impact under CEQA requires measuring data from a project against a "threshold of significance."[13] Furthermore, "when adopting thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence."[14] For greenhouse gas emissions and global warming, there is not, at this time, one established, universally agreed-upon "threshold of significance" by which to measure an impact.

Section 15064.4 of the revised CEQA Guidelines that became effective on March 18, 2010 states:

(b) A lead agency should consider the following factors, among others, when assessing the significance of greenhouse gas emissions on the environment:

(1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;

(2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and

(3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such requirements must be adopted by the relevant public

[13] *CEQA Guidelines Section 15064.7.*

[14] *CEQA Guidelines Section 15064.7(c).*

agency through a public review process and must reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

According to Appendix G of the *CEQA Guidelines*, as revised on March 18, 2010, a project could have a significant environmental impact if it would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or
- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

The project would generate GHGs from construction activities and would generate vehicle trips during operation that would contribute to the emissions of GHS. These emissions from construction equipment, vehicle trips, electricity and natural gas usage, and water conveyance will be quantified in the EIR. The potential for project significant impacts with respect to GHG emissions and global climate change and conflict with the provisions of Section 15064.4(b) of the State CEQA Guidelines or Appendix G to the CEQA Guidelines shall be evaluated in an EIR.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Potentially Significant Impact. A significant air quality impact may occur if a project is not consistent with the AB 32 Scoping Plan or other applicable plans designed to reduce greenhouse gas emissions such as a Climate Action Plan, or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of such a plan. The project's consistency with GHG reduction strategies, including compliance with the Los Angeles Green Building Code and CALGreen Code, and the project's design and urban location in a TPA will be analyzed for consistency with local and statewide goals and policies aimed at reducing the generation of GHGs, including SAB 32, SB 375, and the RTP/SCS.

This potential impact shall be evaluated in an EIR.

Cumulative Impacts

This potential impact shall be evaluated in an EIR.

8. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant impact to hazards and hazardous materials if it routinely transported, used, or disposed of hazardous materials. Construction of the project would also involve the temporary use of potentially hazardous materials, including vehicle fuels, paints, oils, and transmission fluids. The storage and handling of these materials would be managed in accordance with applicable state and federal laws for safe handling of hazardous substances, which include developing project-specific hazardous materials management and spill control plans, storing incompatible hazardous materials separately, using secondary containment for hazardous materials storage, requiring the contractor to use trained personnel for hazardous materials handling, and keeping spill clean-up kits available on-site. The project is a residential use and does not propose any uses that would routinely transport, use, or dispose of hazardous materials. Impacts would be less than significant and further analysis of this issue is not required.

b) Create significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Potentially Significant Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant impact to hazards and hazardous materials if:

- A project involved a risk of accidental explosion or release of hazardous substances (including, but not limited to oil, pesticides, chemicals or radiation); or
- A project involved the creation of any health hazard or potential health hazard.

The project site is developed with buildings occupied by a charter school with a pool and concrete sports areas, a vacant building and asphalt play areas (formerly used as a childcare center), and an operating theater and is located in a heavily urbanized area of the City of Los Angeles. The project site is not located within a Methane Zone.[15] A Phase I Environmental Site Assessment will be prepared for the project. The Phase I will include information describing past uses on the site, the status of regulatory listings related

[15] *City of Los Angeles Department of Planning, Zone Information and Map Access System, 1375 St. Andrews Place and 5616-20 De Longpre Avenue*.

to the project site, current conditions on the site related to hazardous materials, and recommend mitigation measures as required for the handling of hazardous materials.

This potential impact shall be evaluated in an EIR.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant impact to hazards and hazardous materials if emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Grant Elementary School (1530 N. Wilton Place) is located approximately .3-miles to the west north of the project site. Helen Bernstein High School (1309 N. Wilton Place), is located approximately 3 -miles to the west of the project site. Joseph La Conte Junior and Citizens of the World Charter School (1316 N. Bronson Avenue) is located approximately .7-miles to the west of the project site. However, the project would construct a residential use. Construction of the project would involve the temporary use of potentially hazardous materials, including vehicle fuels, paints, oils, and transmission fluids. The storage and handling of these materials would be managed in accordance with applicable state and federal laws for safe handling of hazardous substances, which include developing project-specific hazardous materials management and spill control plans, storing incompatible hazardous materials separately, using secondary containment for hazardous materials storage, requiring the contractor to use trained personnel for hazardous materials handling, and keeping spill clean-up kits available on-site. The project is a residential use and does not propose any uses that would emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. Impacts would be less than significant and further analysis of this issue is not required.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Potentially Significant Impact. California Government Code Section 65962.5 requires various State agencies to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells and solid waste facilities where there is known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis. A significant impact may occur if a project site is included on any of the above lists and poses an environmental hazard to surrounding sensitive uses. The project site is developed with buildings occupied by a charter school with a pool and concrete sports areas, a vacant building and asphalt play areas (formerly used as a childcare center), and an operating theater and is located in a heavily urbanized area of the City of Los Angeles. Although the project site is not included on any list of hazardous materials sites, there are other listed sites in the area. A Phase I Environmental Site Assessment will be prepared for the project. The Phase I will include information describing past uses on the site, the status

of regulatory listings related to the project site, current conditions on the site related to hazardous materials, and recommend mitigation measures as required for the handling of hazardous materials.

This potential impact shall be evaluated in an EIR.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

No Impact. A significant impact may occur if a project is located within a public airport land use plan area, or within two miles of a public airport, and subject to a safety hazard. The closest public airports to the project site are the Burbank Airport (8 miles), Santa Monica Airport (10 miles) and the Los Angeles International Airport (LAX) (12 miles). However, these airports are not located within two miles of the project site. Furthermore, the project site is not in an airport hazard area.[16] Therefore, no impact would occur and further analysis of this issue is not required.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No Impact. This question would apply to a project only if it were in the vicinity of a private airstrip and would subject area residents and workers to a safety hazard. The project site is not located in the vicinity of a private airstrip. Therefore, no impact would occur and further analysis of this issue is not required.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant impact to hazards and hazardous materials if:

- A project involved possible interference with an emergency response plan or emergency evacuation plan.

According to the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, the determination of significance shall be made on a case-by-case basis considering the following factors:

- The degree to which a project may require a new, or interfere with an existing emergency response or evacuation plan, and the severity of the consequences.

16 *City of Los Angeles Department of Planning, Zone Information and Map Access System, 1375 St. Andrews Place and 5616-20 De Longpre Avenue.*

The proposed project is located near US-101, an adopted emergency response or evacuation route.[17] However, US-101 is a limited access highway, and the project is not located immediately adjacent or on this route. The proposed project would not cause permanent alterations to vehicular circulation routes and patterns, impede public access or travel upon public rights-of-way. The project would comply with all City of Los Angeles Fire Department (LAFD) regulations related to emergency access and evacuation. Therefore, the proposed project would not interfere with any adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. Although not specified in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a significant impact would occur if the project site is located in proximity to wildland areas and poses a significant fire hazard, which could affect persons or structures in the areas in the event of a fire.

The project site is located in a highly urbanized area of Los Angeles and does not include wildlands or high fire hazard terrain or vegetation. The project site is not located in a Fire High Fire Hazard Severity Zone (VHFHSZ).[18] The proposed project would include installation of fire sprinkler alarm systems that would be connected to a supervised National Fire Protection Agency (NFPA)-13 automatic fire sprinkler system and would include irrigated landscaped areas. Therefore, no impacts from wildland fires would occur and further analysis of this issue is not required.

9. HYDROLOGY AND WATER QUALITY. Would the project:

a) Violate any water quality standards or waste discharge requirements?

Less Than Significant Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant impact on surface water quality if discharges associated with a project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as

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[17] *City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps: Safety Element Exhibit H Critical Facilities & Lifeline Systems in the City of Los Angeles, April 1995. Website: http://planning.lacity.org/cwd/gnlpln/saftyelt.pdf. Accessed April 3, 2016.*

[18] *City of Los Angeles Department of Planning, Zone Information and Map Access System, 1375 St. Andrews Place and 5616-20 De Longpre Avenue. City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps: Safety Element Exhibit D Select Wildfire Hazard Areas in the City of Los Angeles, May 1995. Website: http://planning.lacity.org/cwd/gnlpln/saftyelt.pdf. Accessed April 3, 2016.*

defined in the applicable National Pollution Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this specific issue, a significant impact may occur if a project would discharge water that does not meet the quality standards of agencies which regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts would also occur if a project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include compliance with the Standard Urban Storm Water Mitigation Plan (SUSMP) requirements to reduce potential water quality impacts.

The Los Angeles Regional Water Quality Control Board (LARWQCB) issued a Municipal Storm Water NPDES Permit (No. CAS004001) in December 2001 that requires new development and redevelopment projects to incorporate storm water mitigation measures. Under the Municipal Storm Water NPDES Permit, redevelopment is defined as any land-disturbing activity that "results in the creation, addition, or replacement of 5,000 sf or more of impervious surface area on an already developed site."[19] Depending on the type of project, either a SUSMP or a Site Specific Mitigation Plan is required to reduce the quantity and improve the quality of rainfall runoff that leaves the project site. SUSMPs are required for the following uses:

- Single-Family Hillside Residences over one acre
- Housing developments (including single-family homes, multi-family homes, condominiums, and apartments) of ten or more units
- Industrial/Commercial developments of one acre or more of impervious surface area
- Automotive service facilities (SIC 5013, 5014, 5541, 7532-7534, and 7536-7539)
- Retail gasoline outlets
- Restaurants (SIC 5812)
- Parking lots with 5,000 square feet or more of surface area, including accessory driveways, or with 25 or more parking spaces
- Projects located in, adjacent to, or discharging directly to a designated Environmentally Sensitive Area (ESA)

Site Specific Mitigation Plans are only required for the following uses: vehicle or equipment fueling, maintenance, washing, and repair areas; commercial or industrial waste handling or storage; outdoor handling or storage of hazardous materials; outdoor manufacturing areas; outdoor food handling or processing; outdoor animal care, confinement, or slaughter; outdoor horticultural activities; and major transportation projects. The proposed project would not involve any of these uses. Therefore, although

[19] *Development Planning for Storm Water Management: A Manual for the Standard Urban Storm Water Mitigation Plan (SUSMP). Los Angeles County Department of Public Works. September 2002 website: http://dpw.lacounty.gov/wmd/npdes/SUSMP_MANUAL.pdf, accessed May 1, 2014.*

the proposed project would be required to implement a SUSMP and a Site Specific Mitigation Plan would not be required.[20]

The proposed project does not include any point-source discharge (discharge of polluted water from a single point such as a sewage-outflow pipe). Additionally for construction activities, the Applicant would be required to prepare and implement a SUSMP, in accordance with Chapter IX, Division 70 of the LAMC and the NPDES General Permit for Discharges of Storm Water Associated with Construction Activity. The SUSMP would detail the treatment measures and Best Management Practices (BMPs) to control pollutants and an erosion control plan that outlines erosion and sediment control measures that would be implemented during the construction and post-construction phases of project development. Construction-phase housekeeping measures for control of contaminants such as petroleum products, paints and solvents, detergents, fertilizers, and pesticides would be contained within the project Storm Water Pollution Prevention (SWPP) Plan. The SWPP Plan would contain BMPs to minimize primarily construction-related water quality impacts, but also contains some permanent BMPs. The SUSMP consists of structural BMPs built into the project for ongoing water quality purposes over the life of the project. This impact would be less than significant and further analysis of this issue is not required.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Less Than Significant Impact. The City of Los Angeles Department of Water and Power (LADWP) currently supplies water to the project site. The LADWP is responsible for ensuring that water demand within the City is met and that State and federal water quality standards are achieved. Water is supplied from three primary sources including water supplied by the Metropolitan Water District's Colorado River and Feather River supplies (53 percent, 45 percent from the Bay Delta and 8 percent from the Colorado River), snowmelt from the Eastern Sierra Nevada Mountains via the Los Angeles Aqueduct (34 percent), local San Fernando groundwater (12 percent) and recycled water (1 percent). The project does not involve the extraction of groundwater and it would not result in a reduction in aquifer volume or lower the local groundwater table. The historically highest groundwater in the project area is estimated to be 42 to 45 feet below the ground surface.[21] As such, it is unlikely that dewatering (i.e., removal of groundwater) during construction would be necessary. Operation of the project would not interfere with groundwater recharge. The project site is currently developed with buildings occupied by a charter school with a pool

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[20] *City of Los Angeles, Development Best Management Practices Handbook, Low Impact Development Manual, Part B Planning Activities, 4th Edition June 2011. Website http://www.lastormwater.org/wp-content/files_mf/lidhandbookfinal62212.pdf. Accessed April 4, 2016.*

[21] *Geotechnical Engineering Investigation, Proposed Residential Structure, 5604-32 DeLongpre Avenue (Parcel A and A-1), Los Angeles, California, Geotechnologies, Inc. July 15, 2015.*

and concrete sports areas, a vacant building and asphalt play areas (formerly used as a childcare center), and an operating theater and paved surfaces. Therefore, the degree to which surface water infiltration and groundwater recharge currently occurs on-site is negligible.

The project would be required to implement City of Los Angeles Low-Impact Development (LID) and SUSMP requirements and would improve the amount of permeable surface area over existing conditions. As such, construction and operation of the project would not substantially affect groundwater levels beneath the project site, including depleting groundwater supplies or resulting in a substantial net deficit in the aquifer volume or lowering of the local groundwater table. Impacts would be less than significant and further analysis of this issue is not required

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?

Less Than Significant Impact. A significant impact may occur if a project would substantially alter drainage patterns resulting in a significant increase in erosion or siltation during construction or operation of a project. The project site is relatively flat and is currently developed with buildings occupied by a charter school with a pool and concrete sports areas, a vacant building and asphalt play areas (formerly used as a childcare center), an operating theater, and other impervious site improvements. The project site is not located adjacent to a stream or river. The project site and vicinity are served by existing storm drains that empty into 7-inch pipes along De Longpre Avenue, ultimately connecting to 6- and 8-inch pipes in the area.[22] The majority of the area surrounding the project site is completely developed and would not be susceptible to indirect erosional processes (e.g., uncontrolled runoff) caused by the project. The project site is relatively flat and grading on the site would not alter existing landforms and drainage patterns. During construction, grading and excavation would expose limited amounts of soils for a limited time, allowing for possible erosion. However, due to the temporary nature of the soil exposure during the grading and excavation processes, no substantial erosion would occur. Furthermore, during this period, the project would be required to prevent the transport of sediments from the project site by stormwater runoff and winds through the use of appropriate BMPs. These BMPs would be detailed in a SWPPP, which must be acceptable to the City and in compliance with the NPDES Stormwater Regulations.

Long-term operation of the project would not result in substantial soil erosion or loss of topsoil as the majority of the project site would be covered by the structure and paving, while the remaining portions of the project site would be covered with irrigated landscaping. No exposed areas subject to erosion would be created or affected by the project. This impact would be less than significant and further analysis of this issue is not required.

[22] *Navigate LA. Website http://navigatela.lacity.org/navigatela/. Accessed May 5, 2016.*

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less Than Significant Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant impact on surface water hydrology if it would:

- Result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow.

The project site is relatively flat and is currently developed with buildings occupied by a charter school with a pool and concrete sports areas, a vacant building and asphalt play areas (formerly used as a childcare center), an operating theater, and other impervious site improvements. The project site is not located adjacent to a stream or river. The majority of the area surrounding the project site is completely developed and would not be susceptible to indirect erosional processes (e.g., uncontrolled runoff) caused by the project. The project site and vicinity are served by existing storm drains that empty into 7-inch pipes along De Longpre Avenue, ultimately connecting to 6- and 8-inch pipes in the area.[23]

During construction, a SUSMP implemented in accordance with Chapter IX, Division 70 of the LAMC and the NPDES General Permit for Discharges of Storm Water Associated with Construction Activity would control the rate and amount of surface runoff from the site. The SUSMP would detail the treatment measures and BMPs to control pollutants and an erosion control plan that outlines erosion and sediment control measures that would be implemented during the construction and post-construction phases of project development. Construction-phase housekeeping measures for control of contaminants such as petroleum products, paints and solvents, detergents, fertilizers, and pesticides would be contained within the project SWPP Plan. The SWPP Plan would contain BMPs to minimize primarily construction-related water quality impacts, but also contains some permanent BMPs.

The project would be required to comply with the City's LID Ordinance and the project SUSMP. The SUSMP consists of structural BMPs built into the project for ongoing water quality purposes over the life of the project. During operation, the proposed project would be required to control stormwater runoff using best management practices, including site specific measures incorporated into the final project plans, which would be reviewed by the Bureau of Engineering (BOE) prior to issuance of grading and building permits. This impact would be less than significant and further analysis of this issue is not required.

[23] *Ibid.*

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant impact on surface water quality if discharges associated with a project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable NPDES stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this specific issue, a significant impact may occur if the volume of storm water runoff from the project site were to increase to a level which exceeds the capacity of the storm drain system serving the project site or if the project would substantially increase the probability that polluted runoff would reach the storm drain system.

As discussed in 9a) and d), the proposed project would be required to control stormwater runoff using best management practices, including site specific measures incorporated into the final project plans, which would be reviewed by BOE prior to issuance of grading and building permits. Final plan check by BOE would ensure that adequate capacity is available in the storm drain system prior to project approval. Stormwater runoff would continue to drain into the existing City storm drain system. The project site and vicinity are served by existing storm drains that empty into 7-inch pipes along De Longpre Avenue, ultimately connecting to 6- and 8-inch pipes in the area. The Applicant would be responsible for providing the necessary storm drain infrastructure improvements to connect with the existing drainage system. This impact would be less than significant and further analysis of this issue is not required.

f) Otherwise substantially degrade water quality?

Less Than Significant Impact. Although not specified in the City of Los Angeles *LA CEQA Thresholds Guide 2006*, a significant impact may occur if a project includes potential sources of water pollutants that would have the potential to substantially degrade water quality.

The project site is relatively flat and is currently developed with buildings occupied by a charter school with a pool and concrete sports areas, a vacant building and asphalt play areas (formerly used as a childcare center), an operating theater, and other impervious site improvements. As discussed in 9a) and d), the proposed project would be required to control stormwater runoff using best management practices, including site specific measures incorporated into the final project plans, which would be reviewed by BOE prior to issuance of grading and building permits for the project. Final plan check by BOE would ensure that the project would implement BMPs to capture and treat first flush stormwater flows in accordance with the City's LID and SUSMP, which would at a minimum maintain the volume of first flush stormwater flows and pollutants as under existing conditions. The Applicant would be responsible for providing the necessary storm drain infrastructure improvements to connect with the existing

drainage system. Stormwater runoff would continue to drain into the existing City storm drain system. This impact would be less than significant and further analysis of this issue is not required.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. This question would apply to the project only if it were placing housing in a 100-year flood zone. The project site is not in an area designated as a 100-year flood hazard area.[24] Therefore, the project would not have risk of flooding. No impact would occur and further analysis of this issue is not required.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact. Although not specified in the City of Los Angeles *LA CEQA Thresholds Guide 2006*, a significant impact may occur if the project was located within a 100-year flood zone, which would impede or redirect flood flows.

As mentioned in Section 8(g), the project site is not in an area designated as a 100-year flood hazard area.[25] The project site is located in a highly urbanized area and would not have the potential to impede or redirect floodwater flows. No impact would occur and further analysis of this issue is not required.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

Less Than Significant Impact. Although not specified in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a significant impact may occur if a project exposes people or structures to a significant risk of loss or death caused by the failure of a levee or dam, including but not limited to a seismically-induced seiche, which is a surface wave created when a body of water is shaken, which could result in a water storage facility failure. The project site is located within a dam inundation area for the Mulholland Dam.[26] However, these areas (including all dams and levees), as with other reservoirs and dams in California, are continually monitored by various governmental agencies (such as the State of California Division of Safety and Dams and the US Army Corps of Engineers) to guard against the threat of dam and reservoir failure.

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[24] *City of Los Angeles Department of Planning, Zone Information and Map Access System, 1375 St. Andrews Place and 5616-20 De Longpre Avenue. City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps: Safety Element Exhibit F 100-Year & 500-Year Flood Plains in the City of Los Angeles, March 1994. Website: http://planning.lacity.org/cwd/gnlpln/saftyelt.pdf. FEMA Flood Map #06037C1610F. Website: https://msc.fema.gov/portal/search#searchresultsanchor. Accessed April 4, 2016.*

[25] *Ibid.*

[26] *City of Los Angeles Department of Planning, Zone Information and Map Access System, 1375 St. Andrews Place and 5616-20 De Longpre Avenue. and City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps: Safety Element Exhibit G: Inundation & Tsunami Hazard Areas in the City of Los Angeles, May 1995. Website: http://planning.lacity.org/cwd/gnlpln/saftyelt.pdf. Accessed April 4, 2016.*

Current design and construction practices and ongoing programs of review, modification, or total reconstruction of existing dams and reservoirs are intended to ensure that all dams and reservoirs are capable of withstanding the maximum credible earthquake for the site. The project would be shielded from inundation by many intervening structures, including US-101, a major freeway. Therefore, the minimal risk of flooding from potential dam or levee failure would not be exacerbated by the development of the project. As mentioned in Section 8 g) and h), the project site is not in an area designated as a 100-year flood hazard area.[27]

This potential impact shall be evaluated in an EIR.

j) Inundation by seiche, tsunami, or mudflow?

No Impact. Although not specified in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a significant impact may occur if a project site is sufficiently close to the ocean or other water body to be potentially at risk of the effects of seismically-induced tidal phenomena (i.e., seiche and tsunami), or if the project site is located adjacent to a hillside area with soil characteristics that would indicate potential susceptibility to mudslides or mudflows.

The project site is located at least 12 miles from the Pacific Ocean and is not in the vicinity of any other major water bodies; therefore, there would be no risks associated with seiches or tsunamis at the project site. Furthermore, the project site is located in the highly urbanized Hollywood community of the City, in a level area. Therefore, there would be no impacts related to risk of loss, injury, or death by mudflow.

10. LAND USE AND PLANNING. Would the project:

a) Physically divide an established community?

Less Than Significant Impact. The project site is located in an urbanized setting surrounded by dense urban development that characterizes the Hollywood community of Los Angeles. The project vicinity is developed with a mix of residential, office, and retail land uses. The US-101 Freeway is located 90 feet from the western edge of the project site.

The project would not cause any permanent street closures or block access to any surrounding land use. The project would result in minor changes to vehicles accessing the site, however the traffic in the surrounding community will continue to use the existing street grid system. Since the project would be developed within a long-established urban area, the project would not physically divide an established community by creating new streets or by blocking or changing the existing street grid pattern. Since the

[27] *Ibid.*

project would not physically disrupt or divide the surrounding established community, no impact would occur and further analysis of this issue is not required.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Potentially Significant Impact. A significant impact may occur if the project is inconsistent with the General Plan or zoning designations currently applicable to the project site and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigate. According to the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, the determination of significance shall be made on a case-by-case basis considering the following factors:

- Whether the proposal is inconsistent with the adopted land use/density designation in the Community Plan, redevelopment plan or specific plan for the site;

- Whether the proposal is inconsistent with the General Plan or adopted environmental goals or policies contained in other applicable plans;

The project site is located in the Hollywood Community Plan Area, the Hollywood Redevelopment Project Area, and is zoned as R4-2 (Multiple Dwelling Zone-Height District 2-Unlimited). The zone permits a 6:1 Floor Area Ratio (FAR). However, the FAR on the project site is limited to a maximum of 4.5:1 by the Hollywood Community Plan. The project site is designated as High Density Residential in the Hollywood Community Plan. The project is located within a Los Angeles State Enterprise Zone. The project site is located near, but not within, the Vermont-Western Transit Oriented District Station Neighborhood Area Plan (SNAP). The project site is located within a City of Los Angeles Transit Priority Area (TPA).

The project would require various approvals, and the Project Applicant is requesting Site Plan Review; Zoning Administrator's Adjustment to allow a non-conforming front yard of 0 feet and non-conforming side yard of 7 feet for the existing building to remain; Zoning Administrator's Interpretation to determine that St. Andrews Place shall be the front yard, De Longpre Avenue and Fernwood Avenue shall be the side yards, and the western property line separating Lots 7 and 8 shall be the rear yard; and other required ministerial and discretionary building permits.

At the local level, the Hollywood Community Plan implements land use policies for the project site and vicinity. Other applicable City plans include the General Plan Framework. The LAMC governs land use at the project site through development and building standards. At the regional level, the Southern California Association of Government (SCAG) has prepared a Regional Comprehensive Plan and Guide (RCPG) that is a framework for decision-making with respect to regional growth and through its Growth Management policies addresses land use within a broader context. The consistency of the proposed project with the applicable policies of each of the aforementioned plans will be evaluated in an EIR.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. Although not specified in the City of Los Angeles *LA CEQA Thresholds Guide 2006*, a project-related significant adverse effect could occur if the project site were located within an area governed by a habitat conservation plan or natural community conservation plan.

As discussed in Section 4(f) above, no such plans presently exist which govern any portion of the project site. Further, the project site is located in an area which has been previously developed with commercial uses, and is also within a heavily urbanized area of Los Angeles. Therefore, the project would not have the potential to cause such effects and further analysis of this issue is not required.

11. MINERAL RESOURCES. Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. Although not specified in the City of Los Angeles *LA CEQA Thresholds Guide 2006*, a significant impact may occur if the project site is located in an area used or available for extraction of a regionally-important mineral resource, or if the project development would convert an existing or future regionally-important mineral extraction use to another use, or if the project development would affect access to a site used or potentially available for regionally-important mineral resource extraction. According to the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, the determination of significance shall be made on a case-by-case basis considering the following factors:

- Whether, or the degree to which, the project might result in the permanent loss of, or loss of access to, a mineral resource that is located in a State Mining and Geology Board Mineral Resource Zone MRZ-2 zone or other known or potential mineral resource area, and

- Whether the mineral resource is of regional or statewide significance, or is noted in the Conservation Element as being of local importance.

The project site is fully developed and no oil wells are present on the project site.[28] According to the Los Angeles City General Plan Safety Element Exhibit E, Oil Field and Oil Drilling Areas,[29] the project site is not located within the boundary of any State-designated oil fields or major drilling areas. Additionally,

[28] *City of Los Angeles Department of Planning, Zone Information and Map Access System, 1375 St. Andrews Place and 5616-20 De Longpre Avenue.*

[29] *City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps: Safety Element Exhibit E: Oil Field and Drilling Areas in the City of Los Angeles, May 1995. City of Los Angeles General Plan Safety Element. http://planning.lacity.org/cwd/gnlpln/saftyelt.pdf. Accessed April 3, 2016.*

according to the City General Plan Conservation Element Exhibit A,[30] the project site is not located within a mineral resources zone. The project would not involve mineral extraction activities, nor are any such activities presently occurring on or in the vicinity of the project site. Therefore, there would be no impact to the loss of availability of a mineral resource and further analysis of this issue is not required.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. The project site is zoned as R4-2 (Multiple Dwelling Zone-Height District 2-Unlimited), designated as High Density Residential, and is not designated for mineral extraction uses. There are no oil extraction operations and drilling or mining of mineral resources at the project site. Therefore, development of the project would not result in the loss of availability of a mineral resource that would be of value to the residents of the state or a locally-important mineral resource, or mineral resource recovery site, as delineated on a local general plan, specific plan, or land use plan. Therefore, no impact associated with mineral resources would occur and further analysis of this issue is not required.

Cumulative Impacts

No Impact. As discussed above, the project would not have significant impacts on mineral resources. It is not known if any related projects would result in the loss of availability of known mineral resources. Regardless, because the project would have no incremental contribution to the potential cumulative impact on mineral resources, the project would have no cumulative impact on such resources.

12. NOISE. Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Potentially Significant Impact. Although not specified in the City of Los Angeles *LA CEQA Thresholds Guide 2006*, a significant impact may occur where a project would not comply with the City of Los Angeles General Plan Land Use Compatibility Standards for Noise or the City of Los Angeles Noise Ordinance (Municipal Code Ordinance No. 144,331).

Construction of the project would require the use of heavy equipment for demolition, grading, excavation and foundation preparation, the installation of utilities, paving, and building construction. During each construction phase there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of each activity. Upon completion and

[30] *City of Los Angeles Conservation Element, Exhibit A Mineral Resources. Website: http://planning.lacity.org/cwd/gnlpln/consvelt.pdf. Accessed April 3, 2016.*

operation of the project, on-site operational noise would be generated by heating, ventilation, and air conditioning (HVAC) equipment installed for the new structures.

Therefore, implementation of the project has the potential to result in an increase in ambient noise levels during both construction and operation. The EIR will describe the existing noise environment, and the potential increases in the project area from construction equipment including peak estimated construction noise levels that could occur at the nearest sensitive uses during construction of the project, and from operation of the project including created by onsite equipment or increase in traffic.

This potential impact shall be evaluated in an EIR.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Potentially Significant Impact. Vibration is sound radiated through the ground. The rumbling sound caused by the vibration of room surfaces is called groundborne noise. The ground motion caused by vibration is measured as particle velocity in inches per second and in the U.S. is referenced as vibration decibels (VdB).

The project proposes residential uses. Therefore, operation of the project, including use of the parking garage by vehicles, is not anticipated to result in the creation of vibration. However, construction activities for the project have the potential to generate low levels of groundborne vibration. The operation of construction equipment generates vibrations that propagate though the ground and diminishes in intensity with distance from the source. The EIR will describe the existing vibration environment and estimate vibration created by project construction. The City of Los Angeles has not adopted any thresholds for groundborne vibration impacts. Therefore, the analysis will use the Federal Railway Administration's vibration impact thresholds for sensitive buildings and human annoyance to evaluate the vibration created during construction.

This potential impact from construction shall be evaluated in an EIR.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. A significant impact may occur if the project were to result in a substantial permanent increase in ambient noise levels above existing ambient noise levels without the project. Based upon the criteria established in the City of Los Angeles' *Draft L.A. CEQA Thresholds Guide*, a project would typically have a significant impact on noise levels from project operations if the project would increase the ambient noise levels by 3 dBA CNEL at the property line of homes where the resulting noise level would be at least 70 dBA CNEL or at the property line of commercial buildings where the resulting noise level is at least 75 dBA CNEL. In addition, any long-term increase of 5 dBA CNEL or more is considered to cause a significant impact.

The project proposes the construction of a seven-story building consisting of 185 apartments units and 251 parking spaces, above a 1 ½ level subterranean parking garage. The project would include the operation of HVAC systems, vehicles in the parking garage, an outdoor pool, and outdoor courtyards. Operation of the project has the potential to generate a permanent increase in noise in the project vicinity. The EIR will describe the existing noise environment and estimate the increase in noise that would be potentially created by project operation.

This potential impact shall be evaluated in an EIR.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. A significant impact may occur if the project were to result in a substantial temporary or periodic increase in ambient noise levels above existing ambient noise levels without the project. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant impact noise levels from construction if:

- Construction activities lasting more than one day would exceed existing ambient exterior noise levels by 10 dBA [CNEL] or more at a noise sensitive use;
- Construction activities lasting more than 10 days in a three month period would exceed existing ambient exterior noise levels by 5 dBA [CNEL] or more at a noise sensitive use; or
- Construction activities would exceed the ambient noise level by 5dBA [CNEL] at a noise sensitive use between the hours of 9:00 PM and 7:00 AM Monday through Friday, before 8:00 AM or after 6:00 PM on Saturday, or at any time on Sunday.

The project proposes the construction of a seven-story building consisting of 185 apartments units and 251 parking spaces, above a 1 ½ level subterranean parking garage. The project would include the operation of HVAC systems, vehicles in the parking garage, an outdoor pool, and outdoor courtyards. Operation of the project has the potential to generate a permanent increase in noise in the project vicinity. The EIR will describe the existing noise environment and estimate the increase in noise that would be potentially created by project operation.

This potential impact shall be evaluated in an EIR.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a significant impact on ambient noise levels would normally occur if noise levels at a noise sensitive use

attributable to airport operations exceed 65 dBA CNEL and the project increases ambient noise levels by 1.5 dBA CNEL or greater.

The closest public airports to the project site are the Burbank Airport (8 miles), Santa Monica Airport (10 miles), and the Los Angeles International Airport (LAX) (12 miles). Therefore, the project site is not located within two miles of a public airport and furthermore, the project site is not in an airport land use plan area.[31] Therefore, no impact would occur and further analysis of this issue is not required.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a significant impact on ambient noise levels would normally occur if noise levels at a noise sensitive use attributable to airport operations exceed 65 dBA CNEL and the project increases ambient noise levels by 1.5 dBA CNEL or greater. This question would apply to a project only if the project site were in the vicinity of a private airstrip and would subject area residents and workers to substantial noise levels from aircraft operations.

The project site is not located in the vicinity of a private airstrip. No such facilities are located in the vicinity of the project site. As such, no impact would occur and further analysis of this issue is not required.

13. POPULATION AND HOUSING. Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Potentially Significant Impact. A significant impact may occur if a project were to locate new development such as homes, businesses, or infrastructure, with the effect of substantially inducing population growth that would otherwise not have occurred as rapidly or in as great a magnitude.

The project would be located on a previously developed site in the City of Los Angeles, surrounded by existing development. The project would be considered as infill development and would connect to existing roadways and utility infrastructure. The project would result in an increase in population on the site. The project site is within the jurisdiction of SCAG, which has prepared a Regional Comprehensive Plan and Guide (RCPG) to serve as a framework for decision-making with respect to regional growth and

[31] *City of Los Angeles Department of Planning, Zone Information and Map Access System, 1375 St. Andrews Place and 5616-20 De Longpre Avenue. Los Angeles County Airport Land Use Plan, Los Angeles Airport Land Use Commission, Department of Regional Planning, December 1, 2004. Website: http://planning.lacounty.gov/assets/upl/data/pd_alup.pdf. Accessed April 4, 2016.*

through its Growth Management policies addresses land use and population growth within a broader context. The EIR will considered whether in light of the RCPG, it would create a substantial increase in population or employment in the area, and whether these increases are within the anticipated SCAG forecast for population and employment.

This potential impact shall be evaluated in an EIR.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. A significant impact may occur if a project would result in the displacement of existing housing, necessitating construction of replacement housing elsewhere. The project site is currently developed with buildings used as a charter school, a vacant commercial building, and a children's playhouse/theater building operated by Assistance League of Los Angeles. The project site does not contain any existing housing; therefore, development of the project would not displace any existing housing and would not require construction of replacement housing. No impact would occur and further analysis of this issue is not required.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. A significant impact may occur if a project would result in the displacement of existing residents, necessitating the construction of replacement housing elsewhere. Based on the existing on-site uses, there are no residents living on the project site. Therefore, no people would be displaced by the project and no impact would occur and further analysis of this issue is not required.

14. PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objective for any of the following public services:

(i) Fire protection?

Potentially Significant Impact. Based on the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant impact on fire protection if it requires the addition of a new fire station or the expansion, consolidation or relocation of an existing facility to maintain service. The City of Los Angeles Fire Department (LAFD) considers fire protection services for a project adequate if a project is within the maximum response distance for the land use proposed. Pursuant to Section 57.507.3.3 of the LAMC, the maximum response distance between residential land uses and a LAFD fire station that

houses an engine or truck company is 1.5 or 2 miles, respectively. The project site is under the West Bureau, within the service area of LAFD Division 3, Battalion 5, [32] which covers the communities of Hollywood, Los Feliz, and Griffith Park. The project site would be served by Fire Station 82,[33] located at 5769 Hollywood Boulevard, approximately 0.6 miles northwest of the project site. Other stations potentially responding at the site include Fire Station 56 located at 2759 Rowena Avenue, approximately 3.5 miles east of the project site; Fire Station 27 located at 1327 North Cole Avenue, approximately 1.4 miles west of the project site; Fire Station 35 located at 1601 North Hillhurst Avenue, approximately 1.8 miles east of the project site; and Fire Station 52 located 4957 Melrose Avenue, approximately 1 miles south of the project site. [34] Because the project would result in an increased number of residents on the project site, it could result in greater demand on LAFD fire protection and emergency services. The EIR will describe existing LAFD response times and capacity and analyze the project's potential to create impact to fire protection and emergency services. This potential impact shall be evaluated in an EIR.

(ii) Police protection?

Potentially Significant Impact. For the purpose of this Initial Study, a significant impact may occur if the City of Los Angeles Police Department (LAPD) could not adequately serve a project, necessitating a new or physically altered station. Based on the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, the determination of whether the project results in a significant impact on police protection shall be made considering the following factors:

- The population increase resulting from the proposed project, based on the net increase of residential units or square footage of non-residential floor area;
- The demand for police services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to LAPD services (facilities, equipment, and officers) and the project's proportional contribution to the demand; and
- Whether the project includes security and/or design features that would reduce the demand for police services.

The project is within the West Bureau, Hollywood Division. The closest Police Station is the Hollywood Community Police Station located at 1358 N. Wilcox Avenue, approximately 1.4 miles west of the project

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[32] *City of Los Angeles Department of Planning, Zone Information and Map Access System, 1375 St. Andrews Place and 5616-20 De Longpre Avenue.*

[33] *City of Los Angeles Department of Planning, Zone Information and Map Access System, 1375 St. Andrews Place and 5616-20 De Longpre Avenue and Los Angeles Fire Department Map 105, January 12, 2015. City of Los Angeles Department of City Planning.*

[34] *http://www.lafd.org/fire-stations/station-results?st=556&address=1375%20st%20andrews%20place%2090028*

site. Because the project would result in an increased number of residents on the project site, it could result in greater demand on LAPD services. The EIR will describe existing LAPD response times and capacity and analyze the project's potential to create impact to police services.

This potential impact shall be evaluated in an EIR.

(iii) Schools?

Potentially Significant Impact. A significant impact may occur if a project includes substantial employment or population growth, which could generate demand for school facilities that exceeds the capacity of the schools serving the project site. The project is in an area that is currently served by several Los Angeles Unified School District (LAUSD) public schools, as well as several private schools and after-school programs.

This potential impact shall be evaluated in an EIR.

(iv) Parks?

Potentially Significant Impact. A significant impact to parks may occur if implementation of a project includes a new or physically altered park or creates the need for a new or physically altered park, the construction of which could cause substantial adverse physical impacts.

This potential impact shall be evaluated in an EIR.

(v) Other public facilities?

Potentially Significant Impact. A significant impact may occur if a project includes substantial employment or population growth that could generate a demand for other public facilities (such as libraries), which would exceed the capacity available to serve the project site, necessitating a new or physically altered library, the construction of which would have significant physical impacts on the environment.

The closest libraries to the project site are the Frances Howard Goldwyn-Hollywood Regional Branch Library located at 1623 N. Ivar Avenue approximately 1.3 miles east of the project site; the Will and Ariel Durant Branch Library located at 7140 W. Sunset Boulevard approximately 2.1 miles west of the project site; the John C. Fremont Branch Library located at 6121 Melrose Avenue approximately 2.3 miles west of the project site; the Cahuenga Branch Library located at 4591 Santa Monica Boulevard approximately 1.6 miles west of the project site; the Los Feliz Branch Library located at 1874 Hillburst Avenue approximately 1.7 miles west of the project site; the Fairfax Branch Library located at 161 S. Gardner Street approximately 4.2 miles west of the project site; and the Wilshire Branch Library located at 149 N. St. Andrews Place approximately 2.2 miles south of the project site.

The EIR will estimate the net population increase resulting from a project and analyze the demand for library services anticipated at the time of project buildout compared to the expected level of service available.

This potential impact shall be evaluated in an EIR.

15. RECREATION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Potentially Significant Impact. A significant impact may occur if a project would include substantial employment or population growth which could generate an increased demand for park or recreational facilities that would exceed the capacity of existing parks and causes premature deterioration of the park facilities.

This potential impact shall be evaluated in an EIR.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. A significant impact may occur if a project includes the construction or expansion of park facilities, the construction of which would have a significant adverse effect on the environment.

The project does not include nor would it necessitate a park or recreational facility component, the construction of which could have an adverse environmental impact. Therefore, no impact would occur with respect to the construction or expansion of recreational facilities. No mitigation measures would be required and no further analysis of this issue in an environmental impact report is necessary.

16. TRANSPORTATION AND TRAFFIC. Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Potentially Significant Impact. The project proposes construction of a new 192,273 square foot residential building with 185 units and 251 on-site parking spaces. These uses would add traffic to local and regional transportation systems. As such, operation of the project could adversely affect the existing capacity of the street system or exceed and established standard. Construction of the project would also result in a

temporary increase in traffic due to construction-related truck trips. The project's increase in traffic would have the potential to create significant impacts.

This potential impact shall be evaluated in an EIR.

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Potentially Significant Impact. A significant impact may occur if the project would cause a substantial change in freeway conditions or Congestion Management Program (CMP)-designated surface streets when compared to conditions without the project. The CMP is a State-mandated program enacted by the State legislature to address the impacts that urban congestion has on local communities and the region as a whole. Metro is the local agency responsible for implementing the requirement of the CMP. New projects located in the City of Los Angeles must comply with the requirements set forth in Metro's CMP. The CMP requires that a Traffic Impact Analysis (TIA) be performed (1) for all CMP arterial monitoring intersections where a project would add 50 or more trips during either the morning or afternoon weekday peak hours and (2) all mainline freeway monitoring locations where a project would add 150 or more trips (in either direction) during the morning or afternoon weekday peak hours.

This potential impact shall be evaluated in an EIR.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No impact. This question would apply to the project only if it involved an aviation-related use or would influence changes to existing flight paths.

The project does not include any aviation-related uses and would have no airport impact. It would also not require any modification of flight paths for the existing airports in the Los Angeles Basin. The closest airports to the project site are the Burbank Airport (8 miles), Santa Monica Airport (10 miles), and the Los Angeles International Airport (LAX) (12 miles). Therefore, no impact would occur and further analysis of this issue is not required.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Potentially Significant Impact. For the purpose of this Initial Study, a significant impact may occur if a project included new roadway design or introduced a new land use or features into an area with specific transportation requirements and characteristics that have not been previously experienced in that area, or if project site access or other features were designed in such a way as to create hazard conditions.

The EIR will analyze project construction roadway and sidewalk closures, and project access, including driveway location and design to ensure that City standards regarding sight lines and turning movements that provide for safe access for the project and surrounding uses are implemented.

This potential impact shall be evaluated in an EIR.

e) Result in inadequate emergency access?

Potentially Significant Impact. For the purpose of this Initial Study, a significant impact may occur if the project design would not provide emergency access meeting the requirements of the LAFD, or in any other way threatened the ability of emergency vehicles to access and serve the project site or adjacent uses.

The EIR will describe proximity to adopted emergency response or evacuation plan routes, and analyze impacts to emergency access created during construction and operation, including through interference with emergency response or evacuation plan routes or from hazardous design features that could impede emergency access.

This potential impact shall be evaluated in an EIR.

f) Conflict with adopted polices, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Potentially Significant Impact. For the purpose of this Initial Study, a significant impact may occur if the project would conflict with adopted polices or involve modification of existing alternative transportation facilities located on- or off-site.

This potential impact shall be evaluated in an EIR.

17. UTILITIES AND SERVICE SYSTEMS. Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less Than Significant Impact. For the purpose of this Initial Study, a significant impact may occur if a project would discharge wastewater, whose content exceeds the regulatory limits established by the governing agency.

This question would typically apply to properties served by private sewage disposal systems, such as septic tanks. Section 13260 of the California Water Code states that persons discharging or proposing to discharge waste that could affect the quality of the waters of the State, other than into a community sewer system, shall file a Report of Waste Discharge (ROWD) containing information which may be required by the appropriate Regional Water Quality Control Board (RWQCB). The RWQCB then authorizes

a National Pollutant Discharge Elimination System (NPDES) permit that ensures compliance with wastewater treatment and discharge requirements.

The Los Angeles RWQCB enforces wastewater treatment and discharge requirements for properties in the project area. The Project would convey wastewater via municipal sewage infrastructure maintained by the Los Angeles Bureau of Sanitation to the Hyperion Treatment Plant. The Hyperion Treatment Plant is a public facility, and, therefore, is subject to the state's wastewater treatment requirements. As such, wastewater from the implementation of the project would be treated according to the wastewater treatment requirements enforced by the Los Angeles RWQCB. Therefore, impacts would be less than significant and further analysis of this issue is not required.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Potentially Significant Impact. For the purpose of this Initial Study, a significant impact may occur if a project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. Based on the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, the determination of whether the project results in a significant impact on water shall be made considering the following factors:

- The total estimated water demand for the project;
- Whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project buildout;
- The amount by which the project would cause the projected growth in population, housing or employment for the Community Plan area to be exceeded in the year of the project completion; and
- The degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant wastewater impact if:

- The project would cause a measurable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or
- The project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General plan and its elements.

The EIR will describe the existing demand and treatment capacity of the City's water and wastewater infrastructure and analyze the project's potential to increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded.

This potential impact shall be evaluated in an EIR.

c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Potentially Significant Impact. For the purpose of this Initial Study, a significant impact may occur if the volume of stormwater runoff would increase to a level exceeding the capacity of the storm drain system serving a project site, resulting in the construction of new stormwater drainage facilities.

The project proposes the construction of a seven-story building consisting of 185 apartments units and 251 parking spaces, above a 1 ½ level subterranean parking garage. The site is currently connected to the City's storm drain system. The Applicant would be responsible for providing the necessary storm drain infrastructure improvements to connect with the existing drainage system and stormwater runoff from the project would continue to drain into the existing City storm drain system. The EIR will analyze impacts to storm drainage facilities that the project would connect to determine if project stormwater runoff would create a significant impact.

This potential impact shall be evaluated in an EIR.

d) Have significant water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Potentially Significant Impact. For the purpose of this Initial Study, a significant impact may occur if a project would increase water consumption to such a degree that new water sources would need to be identified. Based on the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, the determination of whether the project results in a significant impact on water shall be made considering the following factors:

- The total estimated water demand for the project;
- Whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project buildout;
- The amount by which the project would cause the projected growth in population, housing or employment for the Community Plan area to be exceeded in the year of the project completion; and

- The degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

The City of Los Angeles Department of Water and Power (LADWP) currently supplies water to the project site. Water is supplied from three primary sources including water supplied by the Metropolitan Water District's Colorado River and Feather River supplies (53 percent, 45 percent from the Bay Delta and 8 percent from the Colorado River), snowmelt from the Eastern Sierra Nevada Mountains via the Los Angeles Aqueduct (34 percent), local San Fernando groundwater (12 percent) and recycled water (1 percent). The EIR will evaluate the project increase in population against the Department of Water and Power's most current water management plan, which examines water demand based on population and economic growth; existing facilities; conservation regulations, system wide improvements and technology (existing and proposed), and implementation results; existing and proposed water supply; and conclusions on future water supply.

This potential impact shall be evaluated in an EIR.

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Potentially Significant Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant wastewater impact if:

- The project would cause a measurable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or

- The project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General plan and its elements.

The Los Angeles Bureau of Sanitation provides sewer service to the project area. Sewage from the project site would be conveyed via sewer infrastructure to the Hyperion Treatment Plant (HTP). The EIR will estimate the project's increase in wastewater generation and analyze the HTP capacity to treat the increase in wastewater.

This potential impact shall be evaluated in an EIR.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Potentially Significant Impact. For the purpose of this Initial Study, a significant impact may occur if a project were to increase solid waste generation to a degree such that the existing and projected landfill

capacity would be insufficient to accommodate the additional solid waste. Based on the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, the determination of whether the project results in a significant impact on solid waste shall be made considering the following factors:

- Amount of projected waste generation, diversion, and disposal during demolition, construction, and operation of the project, considering proposed design and operational features that could reduce typical waste generation rates;

- Need for additional solid waste collection route, or recycling or disposal facility to adequately handle project-generated waste; and

- Whether the project conflicts with solid waste policies and objectives in the Source Reduction and Recycling Element (SRRE) or its updates, the Solid Waste Management Policy Plan (CiSWMPP), Framework Element of the Curbside Recycling Program, including consideration of the land use-specific waste diversion goals contained in Volume 4 of the SRRE.

Construction (including demolition) and operation of the project would result in the generation of demolition materials, construction materials waste, and operational solid waste. The EIR will estimate the project's contribution of solid waste to the waste stream, including during project operation. The EIR will analyze the increase in solid waste and the availability of landfills that would serve the project to accommodate the solid waste.

This potential impact shall be evaluated in an EIR.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

Potentially Significant Impact. A significant impact may occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations.

The California Integrated Waste Management Act of 1989 ("AB 939") was enacted to reduce, recycle, and reuse solid waste generated in the state to the maximum extent feasible. Specifically, AB 939 required cities and counties to identify an implementation schedule to divert 50 percent of the total waste stream from landfill disposal by 2000. In 2001, the City adopted a 70 percent diversion rate goal by the year 2020. During his term of office, Mayor Antonio Villaraigosa revised the diversion rate goal to 75 percent by 2013, and the City adopted a new goal of "Zero Waste" by the year 2025. Los Angeles Bureau of Sanitation's Solid Resources Citywide Recycling Division develops and implements source reduction, recycling, and

reuse programs in the City.[35] The EIR will analyze the projects compliance with federal, state, and local statutes and regulations related to solid waste.

This potential impact shall be evaluated in an EIR.

18. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Potentially Significant Impact. For the purpose of this Initial Study, a significant impact may occur only if a project would have an identified potentially significant impact for any of the above issues, as discussed in the preceding sections.

As discussed previously in Checklist Question 4, the project would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal. As discussed within this Initial Study, the project could result in impacts with the potential to degrade the quality of the environment related to Air Quality, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Land Use, Noise, Population and Housing, Public Services, Recreation, Transportation and Traffic, and Utilities.

The potential for these cumulative impacts shall be evaluated in an EIR.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Potentially Significant Impact. The potential for cumulative impacts occurs when a project's possible environmental effects, although individually limited, may be cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

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[35] *Los Angeles Bureau of Sanitation, Construction and Demolition Recycling Guide, website: https://www.lacitysan.org/san/faces/home, accessed: April 28, 2016.*

Each of the topics determined to have the potential for significant impact within this Initial Study will be subject to further evaluation in an EIR, including evaluation of the potential for cumulatively significant impacts. Topics for which the Initial Study determined were "No Impact" or "Less Than Significant Impact" have been determined to not have the potential for significant impacts and are discussed below.

With respect to agricultural and mineral resources, the project is located in an urbanized area and on previously developed land not zoned for agricultural or mineral extraction uses. There are no sensitive biological resources on the site and the project would be located on an urban infill site in an already densely developed area. Therefore, the potential for cumulative impacts to agricultural, mineral, and biological resources would be less than significant and no mitigation measures are required.

With respect to aesthetics, the project site is located within a City of Los Angeles Transit Priority Area (TPA). "Transit priority area" means an area within one-half mile of a major transit stop that is existing or planned. Public Resources Code (PRC) Section 21099 (d)(1) states that a project's aesthetic impacts shall not be considered a significant impact on the environment if the project is a residential, mixed-use residential, or employment center project, and the project is located on an infill site within a transit priority area. Since the project is a residential project, located on an infill site, and is located within a City TPA, the potential for cumulative impacts to aesthetics would be less than significant and no mitigation measures are required.

With respect to hydrology and water quality, similar to all development projects that include ground-disturbing activities and have the potential to increase or decrease impervious surfaces on the site, the project would be subject to various permit requirements for construction and operation that would reduce impacts to hydrology and water quality. These requirements include compliance with NPDES permit requirements for construction and operation, preparation and development of a SWPPP for construction projects greater than one acre, preparation of compliance with project-specific SUSMP requirements during operation, and compliance with the City ordinances related to hydrology and water quality. All related projects would be required to comply with these regulations and the potential for cumulative impacts to hydrology and water quality would be less than significant and no mitigation measures are required.

As discussed within this Initial Study, the project could result in impacts with the potential to result in cumulatively considerable impacts related to Air Quality, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Land Use, Noise, Population and Housing, Public Services, Recreation, Transportation and Traffic, and Utilities. The potential for cumulatively considerable impacts to these environmental resources shall be evaluated in an EIR.

c) Does the project have environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact. As discussed within this Initial Study, the project could result in impacts with the potential to create substantial adverse effects, either directly or indirectly, related to Air Quality,

Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Land Use, Noise, Population and Housing, Public Services, Recreation, Transportation and Traffic, and Utilities.

The potential for substantial adverse effects on human beings shall be evaluated in an EIR.

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VI. ACRONYMS & ABBREVIATIONS

AB	Assembly Bill
ARB	California Air Resources Board
ASTM	American Society for Testing Materials
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
APN	Assessor Parcel Number
bgs	Below ground surface
BID	Business Improvement District
BMPs	Best Management Practices
CAPCOA	California Air Pollution Control Officer's Association
CALGreen	California Green Building Standards
Caltrans	California Department of Transportation
CAT	Climate Action Team
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CH_4	Methane
CMP	Congestion Management Program
CO_2	Carbon Dioxide
CORTESE	California Hazardous Waste and Substances
cy	Cubic yards
dBA	A-weighted decibel
du	Dwelling unit
EPA	Environmental Protection Agency (see also USEPA)
ESA	Environmental Site Assessment
FAR	Floor Area Ratio
gpd	Gallons per day

GFA	Gross floor area
GHG	Greenhouse gas
gpm	Gallons per minute
HFC	Hydrofluorocarbons
H_2O	Water Vapor
HTP	Hyperion Treatment Plant
IS	Initial Study
LADRP	City of Los Angeles Department of Recreation and Parks
LAFD	City of Los Angeles Fire Department
LAMC	Los Angeles Municipal Code
LAPD	City of Los Angeles Police Department
LARWQCB	Los Angeles Regional Water Quality Control Board
LAUSD	Los Angeles Unified School District
LAX	Los Angeles International Airport
lbs	Pounds
LOS	Level of Service
LST	Localized Significance Threshold
LUST	Leaking Underground Storage Tank
mgd	Million gallons per day
MRZ-2	Mineral Resource Zone 2
MTA	Los Angeles County Metropolitan Transit Authority
NAHC	Native American Heritage Commission
N_2O	Nitrous Oxide
NPDES	National Pollution Discharge Elimination System
PFC	Perfluorocarbon
PSI	Pounds per square inch
RCPG	Regional Comprehensive Plan and Guide
RCRA	Resource Compensation and Recovery Act

RD	Reporting District
ROWD	Report of Waste Discharge
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
sf	Square foot
SF_6	Sulfur Hexafluoride
SOPA	Society of Professional Archaeologists
SRA	Source Receptor Area
SUSMP	Standard Urban Stormwater Mitigation Plan
SWPPP	Stormwater Pollution Prevention Plan
T-FAR	Transfer of Floor Area
TPA	Transit Priority Area
USEPA	United States Environmental Protection Agency (see also EPA)
USFWS	U.S. Fish and Wildlife Service
UST	Underground Storage Tank
V/C	Volume/capacity
VOC	Volatile Organic Compound