LOS ANGELES DEPARTMENT OF CITY PLANNING
6262 Van Nuys Boulevard, Rm 351
Van Nuys, CA 91401

INITIAL STUDY

Hollywood Center Project

Case Number: ENV-2018-2116-EIR

Project Location: 1720-1724, 1740-1768, 1745-1753, and 1770 North Vine Street; 1746-1764 North Ivar Avenue; 1733-1741 North Argyle Avenue; 6236, 6270, and 6334 West Yucca Street, Los Angeles, CA 90028. APNs: 5546-030-034, -004-020, -030-028, 030-032, -030-031, -030-033, -004-021, -004-032, -004-029, -004-006

Community Plan Area: Hollywood

Council District: 13-O'Farrell

Project Description: The development would be comprised of a new mixed-use development (Project) on an approximately 4.46-acre site (Project Site) in the Hollywood Community Plan (Community Plan) Area of the City of Los Angeles (City). The existing Capitol Records Complex, composed of the Capitol Records Building and the Gogerty Building, would be preserved; although portions of its supporting parking area along with some existing parking, not adjacent to the Capitol Records Complex, would be reconfigured and relocated to the new East Site five-floor subterranean and grade-level parking garage. The remaining surface parking uses on the Project Site would be removed in order to develop a mix of land uses, including residential uses (market-rate and senior affordable housing units), commercial uses, parking, and associated landscape and open space amenities. Four new buildings are proposed, including a 35-story "West Building," a 46-story "East Building," and two 11-story senior buildings set aside for extremely-low and very-low income households (one building on each site). The Project would develop approximately 1,287,150 square feet of developed floor area, including 1,005 residential dwelling units (872 market-rate units and 133 senior affordable housing units) totaling approximately 1,256,974 square feet of residential floor area, approximately 30,176 square feet of commercial floor area (retail and restaurant uses), approximately 160,707 square feet of common and private residential and publicly accessible open space, 1,521 vehicle parking spaces, and 551 bicycle parking spaces. The Project would have a floor-area ratio (FAR) of 6.975:1 (up to 7:1), which includes the existing 114,303 square foot Capitol Records Complex (consisting of the 92,664 square-foot Capitol Records Building and 21,639 square-foot Gogerty Building), for a total buildable area of 1,401,453 square feet.

Under a proposed Hotel Option associated with the East Site, in lieu of the East Building Residential development described above, the Hotel Option would replace 104 of the market-rate units with a 220-room hotel such that the proposed Project would contain 220 hotel rooms and 319 market-rate residential housing units (there would be no change to the building height and massing for East Building). Under the Hotel Option, the senior housing building on the East Site would be reduced from 11 stories to 9 stories and would contain 48 affordable housing units. There would be no change to the West Site described above under the Hotel Option. Thus, under the Hotel Option, the Project would develop approximately 1,272,741 square feet of developed floor area, including 884 residential dwelling units (768 market-rate units and 116 senior affordable housing units) totaling approximately 1,112,287 square feet of residential floor area, a 220-room hotel totaling approximately 130,278 square feet of floor area, 30,176 square feet of other commercial floor area, 147,366 square feet of open space and amenities, 1,521 vehicle parking spaces, and 554 bicycle parking spaces. The Hotel Option would have a FAR of 6.903:1 (up to 7:1), which includes the existing Capitol Records Complex, for a total buildable area of 1,387,044 square feet.

Assuming the two sites are built one after another, construction of the Project would be completed over an approximately six-year period. Activities would be phased, beginning on the West Site as early as 2021 and on the East Site in approximately 2024. Construction timing could vary for both sites and could potentially overlap on the West and East Sites, and the EIR will analyze the most conservative construction schedule.

PREPARED FOR:
The City of Los Angeles
Department of City Planning

PREPARED BY:
ESA

APPLICANT:
MCAF Vine LLC, 1750 North Vine LLC, 1749 North Vine Street LLC, 1770 Ivar LLC, 1733 North Argyle LLC, and 1720 North Vine LLC

September 2018

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INITIAL STUDY

Executive Summary

Project Title: Hollywood Center Project
Environmental Case Number: ENV-2018-2116-EIR
Related Cases: CPC-2018-2114-ZCJ-HD-CU-MCUP-SPR; CPC-2018-2115-DA; VTT-82152

Project Location: 1720-1724, 1740-1768, 1745-1753, and 1770 North Vine Street; 1746-1764 North Ivar Avenue; 1733-1741 North Argyle Avenue; 6236, 6270, and 6334 West Yucca Street, Los Angeles, CA 90028. APNs: 5546-030-034, -004-020, -030-028, 030-032, -030-031, -030-033, -004-021, -004-032, -004-029, -004-006
Community Plan Area: Hollywood
Council District: 13-O'Farrell

Lead City Agency: City of Los Angeles Department of City Planning
Staff Contact Name and Address: Elva Nuño-O'Donnell
Phone Number: (818) 374-5066

Applicant Name and Address: MCAF Vine LLC, 1750 North Vine LLC, 1749 North Vine Street LLC, 1770 Ivar, LLC; 1733 North Argyle, LLC; and 1720 North Vine, LLC
Phone Number: (213) 229-9548

General Plan designation: Regional Center Commercial
Zoning: (T)(Q)C2-2-SN and C4-2D-SN as the underlying zone

PROJECT DESCRIPTION:

The development would be comprised of a new mixed-use development (Project) on an approximately 4.46-acre site (Project Site) in the Hollywood Community Plan (Community Plan) area of the City of Los Angeles (City). The existing Capitol Records Complex, composed of the Capitol Records Building and the Gogerty Building, would be preserved; although portions of its supporting parking area along with some existing parking not adjacent to the Capitol Records Complex, would be reconfigured and relocated to the new East Site five-floor subterranean and grade-level parking garage. The remaining surface parking uses on the Project Site would be removed in order to develop a mix of land uses, including residential uses (market-rate and senior affordable housing units), commercial uses, parking, and associated landscape and open space amenities. Four new buildings are proposed, including a 35-story "West Building," a 46-story "East Building," and two 11-story senior buildings set aside for extremely-low and very-low income households (one building on each site). The Project would develop approximately 1,287,150 square feet of developed floor area, including 1,005 residential dwelling units (872 market-rate units and 133 senior affordable housing units) totaling approximately 1,256,974 square feet of residential floor area, approximately 30,176 square feet of commercial floor area (retail and restaurant uses), approximately 160,707 square feet of open space and amenities, 1,521 vehicle parking spaces, and 551 bicycle parking spaces. The Project would have a floor-area ratio (FAR) of 6.975:1 (up to 7:1), which includes the existing 114,303 square foot Capitol Records Complex (consisting of the 92,664 square-foot Capitol Records Building and 21,639 square-foot Gogerty Building), for a buildable area of 1,401,453 square feet.

Under a proposed Hotel Option associated with the East Site, in lieu of the East Building Residential development described above, the Hotel Option would replace 104 of the market-rate units with a 220 room hotel such that the proposed Project would contain 220 hotel rooms and 319 market-rate residential housing units (there would be no change to the building height and massing for East Building). Under the Hotel Option, the senior housing building on the East Site would be reduced from 11 stories to 9 stories and would contain 48 affordable housing units. There would be no change to the West Site described above under the Hotel Option. Thus, under the Hotel Option, the Project would develop approximately 1,272,741 square feet of developed floor area, including 884 residential dwelling units (768 market-rate units and 116 senior affordable housing units) totaling approximately 1,112,287 square feet of residential floor area, a 220-room hotel totaling approximately 130,278 square feet of floor area, 30,176 square feet of other commercial floor area, 147,366 square feet of open space and amenities, 1,521 vehicle parking spaces, and 554 bicycle parking spaces. The Hotel Option would have a FAR of 6.903:1 (up to 7:1), which includes the existing Capitol Records Complex, for a total buildable area of 1,387,044 square feet.

Assuming the two sites are built one after another, construction of the Project would be completed over an approximately six-year period. Activities would be phased, beginning on the West Site as early as 2021 and on the East Site in approximately 2024. Construction timing could vary for both sites and could potentially overlap on the West and East Sites, and the EIR will analyze the most conservative construction schedule.

(For additional detail, see "Part A – Project Description").

ENVIRONMENTAL SETTING:

The Project Site is located within the Hollywood Community Plan (Community Plan) Area of the City approximately five miles west of Downtown Los Angeles. The Project Site spans portions of two City blocks generally bounded by Yucca Street to the north, Argyle Street to the east, adjacent development and Hollywood Boulevard to the south, and Ivar Avenue to the west. The Project Site is comprised of the West Site and East Site which are bifurcated by Vine Street, which runs north/south between Yucca Street and Hollywood Boulevard.

The Project Site and vicinity are located within a part of the regional center of Hollywood, an area that is urbanized and generally built out. Land uses in the vicinity of the Project Site are comprised primarily of neighborhood-serving commercial, tourist and entertainment-related commercial uses, offices, hotels, and low- to high-density residential developments.

The Project Site is entirely developed and underutilized, except for the historic Capitol Records Complex. The northern part of the West Site contains an approximately 1,237 square-foot single-story building, built in 1928, that is currently leased by the American Musical and Dramatic Academy (AMDA) and used on a daily basis for sets and props. The remaining part of the West Site (approximately 78,512 square feet) contains a surface parking lot with a parking attendant kiosk. The East Site contains the Capitol Records Complex, which includes the 13-story Capitol Records Building and ancillary studio recording uses, as well as the two-story Gogerty Building, all of which total approximately 114,303 square feet of existing floor area.

(For additional detail, see "Part A – Project Description").

Other public agencies whose approval is required (e.g. permits, financing approval, or participation agreement.):

None

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has

consultation begun?

No California Native American tribes have requested consultation at this time.

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
- ☐ Agriculture and Forestry Resources
- ☒ Air Quality
- ☐ Biological Resources
- ☒ Cultural Resources
- ☒ Geology / Soils
- ☒ Greenhouse Gas Emissions
- ☒ Hazards & Hazardous Materials
- ☒ Hydrology / Water Quality
- ☒ Land Use / Planning
- ☐ Mineral Resources
- ☒ Noise
- ☒ Population / Housing
- ☒ Public Services
- ☒ Recreation
- ☒ Transportation / Traffic
- ☒ Tribal Cultural Resources
- ☒ Utilities / Service Systems
- ☒ Mandatory Findings of Significance

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.

FOR Elva Nuño-O'Donnell
PRINTED NAME

City Planner
TITLE

SIGNATURE

(818) 374-5066
TELEPHONE NUMBER

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 significance.

Attachment A

Project Description

1. Introduction

MCAF Vine LLC, 1750 North Vine LLC, 1749 North Vine Street LLC, 1770 Ivar LLC, 1733 North Argyle LLC, and 1720 North Vine LLC (collectively, the Applicant) proposes a new mixed-use development (Project) on an approximately 4.46-acre (194,495 square feet) site (Project Site) in the Hollywood Community Plan Area of the City of Los Angeles (City).[1] The Project Site is bounded by Yucca Street on the north, Ivar Avenue on the west, Argyle Avenue on the east, and Hollywood Boulevard on the south, and is bifurcated by Vine Street. The portion of the Project located between Ivar Avenue and Vine Street is identified as the "West Site," and the portion located between Vine Street and Argyle Avenue is identified as the "East Site." The Project Site includes 10 individual parcels, and is currently occupied by a building leased by American Musical and Dramatic Academy (AMDA) and surface parking lot on the West Site, and the Capitol Records Building and Gogerty Building occupied by Capitol Records (the Capitol Records Complex) and a surface parking lot that serves the Capitol Records Complex and general public parking on the East Site.

The Capitol Records Complex would be preserved, although portions of its supporting parking area, along with some existing parking not adjacent to the Capitol Records Complex, would be reconfigured and relocated to the East Site five-floor subterranean and grade-level parking garage. The remaining surface parking uses on the Project Site would be removed in order to develop a mix of land uses, including residential uses (market-rate and senior affordable housing units), commercial uses, parking, and associated landscape and open space amenities. Four new buildings are proposed,

[1] The *Hollywood Community Plan* was adopted in 1988. The *2012 Hollywood Community Plan Update* was adopted by the City Council on June 19, 2012 and was intended to update the *1988 Hollywood Community Plan* to reflect changing land use patterns in the Hollywood Community Plan Area. After its adoption, litigation was filed challenging the approval. On February 11, 2014, a superior court judgment issued a decision instructing the City to rescind, vacate, and set aside the approval and related actions. On April 2, 2014, the City adopted Ordinance No. 182,960 that set aside the approval of the *2012 Hollywood Community Plan Update*, which had the effect of reverting the zoning designations for the Community Plan Area to those in effect immediately prior to the approval of the *2012 Hollywood Community Plan Update*, and the *1988 Hollywood Community Plan* is the effective plan. The City is currently working on an update to the Plan, and preparation of an Environmental Impact Report is in progress. It is anticipated that the updated *2017 Hollywood Community Plan* will be approved in late 2018. City of Los Angeles Department of City Planning, Hollywood Community Plan Update (HCPU2) Presentation, June 2018, https://www.hcpu2.org/uploads/8/2/8/5/82855984/webinar_powerpoint_slides.pdf. Accessed July 31, 2018.

including a 35-story building on the West Site (West Building), a 46-story building on the East Site (East Building), and two 11-story senior housing buildings (West Senior Building and East Senior Building) set aside for extremely-low and very-low income households (one senior housing building on each site). The Project would develop approximately 1,287,150 square feet of developed floor area, including 1,005 residential housing units (872 market-rate units and 133 senior affordable housing units) totaling approximately 1,256,974 square feet[2] of residential floor area, approximately 30,176 square feet of commercial floor area (retail and restaurant uses), approximately 160,707 square feet of open space and amenities, approximately 1,521 vehicle parking spaces, and approximately 551 bicycle parking spaces.[3] The Project would have a floor-area ratio (FAR) of 6.975:1[4] (up to 7:1, see Anticipated Project Approvals below), which includes the existing 114,303 square-foot Capitol Records Complex (consisting of the 92,664 square-foot Capitol Records Building and 21,639 square-foot Gogerty Building).The total buildable area for the Project Site would be 1,401,453 square feet.

Under a proposed Hotel Option associated with the East Site, the Project would replace 104 residential units within East Building levels 3 through 12 with a 220-room hotel, with no change to building heights and massing. The number of affordable residential units within the East Senior Building would be reduced by 17 units and the height of the building would be reduced from 11 stories to 9 stories. Overall, under the Hotel Option there would be approximately 1,272,741 square feet of developed floor area, including 884 residential housing units (768 market-rate units and 116 senior affordable housing units) totaling approximately 1,112,287 square feet of residential floor area, a 220-room hotel with approximately 130,278 square feet of floor area, approximately 30,176 square feet of other commercial floor area, approximately 147,366 square feet of open space and amenities, 1,521 vehicle parking spaces, and 554 bicycle parking spaces. The Hotel Option would have a FAR of 6.903:1 (up to 7:1, see Anticipated Project Approvals below), which includes the existing Capitol Records Complex, for a total buildable area for the Project Site would be 1,387,044 square feet. A more detailed description of the Project is provided below in subsection A.5.

2. Project Location and Surrounding Uses

As shown in **Figure A-1**, *Regional and Site Location Map*, the Project Site is located within the Hollywood Community Plan (Community Plan) Area of the City approximately five miles west of Downtown Los Angeles. As shown in **Figure A-2**, *Aerial Photograph of Project Site and Vicinity*, the Project Site spans portions of two City blocks generally

[2] Project Floor Area numbers used throughout this document, unless otherwise specified, are calculated in accordance with Los Angeles Municipal Code Section 12.03, which excludes basement storage, vertical circulation, and rooms housing building-operating equipment or machinery.

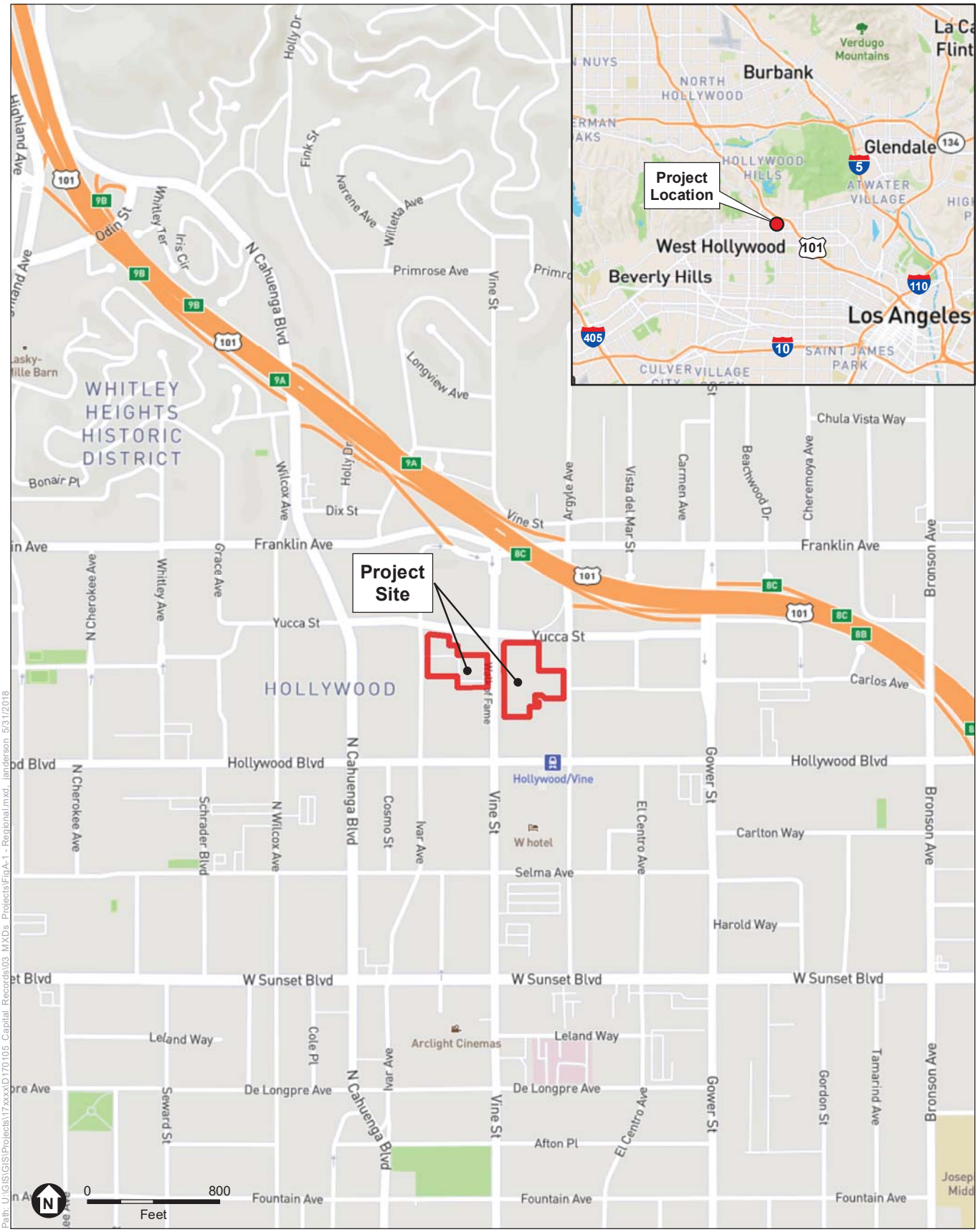
[3] The number of bicycle parking spaces is consistent with Los Angeles Ordinance 185,480, which was adopted by Los Angeles City Council on March 27, 2018 under Council File No. 12-1297-51 and became effective on May 9, 2018.

[4] With the removal of the D Limitation, the property's FAR would be 6.0:1. By providing at least 11 percent of the total residential units as Very-Low Income units, the Project would be eligible for an 8.1:1 FAR; however, the Applicant has requested up to 7:1 FAR.

bounded by Yucca Street to the north, Argyle Street to the east, adjacent development and Hollywood Boulevard to the south, and Ivar Avenue to the west. The Project Site is comprised of the West Site and East Site, which are bifurcated by Vine Street that runs north/south between Yucca Street and Hollywood Boulevard.

The Project Site and vicinity are located within a part of the regional center of Hollywood, an area that is urbanized and generally built out. As depicted on Figure A-2, land uses in the vicinity of the Project Site are comprised primarily of neighborhood-serving commercial, tourist and entertainment-related commercial uses, offices, hotels, and low- to high-density residential developments.

Adjacent development to the north of the Project Site, starting from the northwest corner of the West Site, is a single and two-story restaurant and associated surface parking lots extending south along Ivar Avenue. Immediately north of the West Site bordering Yucca Street is a 5-story mixed-use building currently occupied by AMDA. On the north side of Yucca Street is the 18-story Marsha Toy building that is also currently occupied by AMDA, and on the northwest corner of Yucca Street and Argyle Avenue is a Los Angeles Department of Water and Power (LADWP) Distribution Station No. 52. A recently constructed 18-story, 114-unit mixed-use residential building at 6226 Yucca Street, and the 15-story, 216-room Kimpton Everly Hotel at 1800 Argyle Avenue, are located immediately north of the East Site.

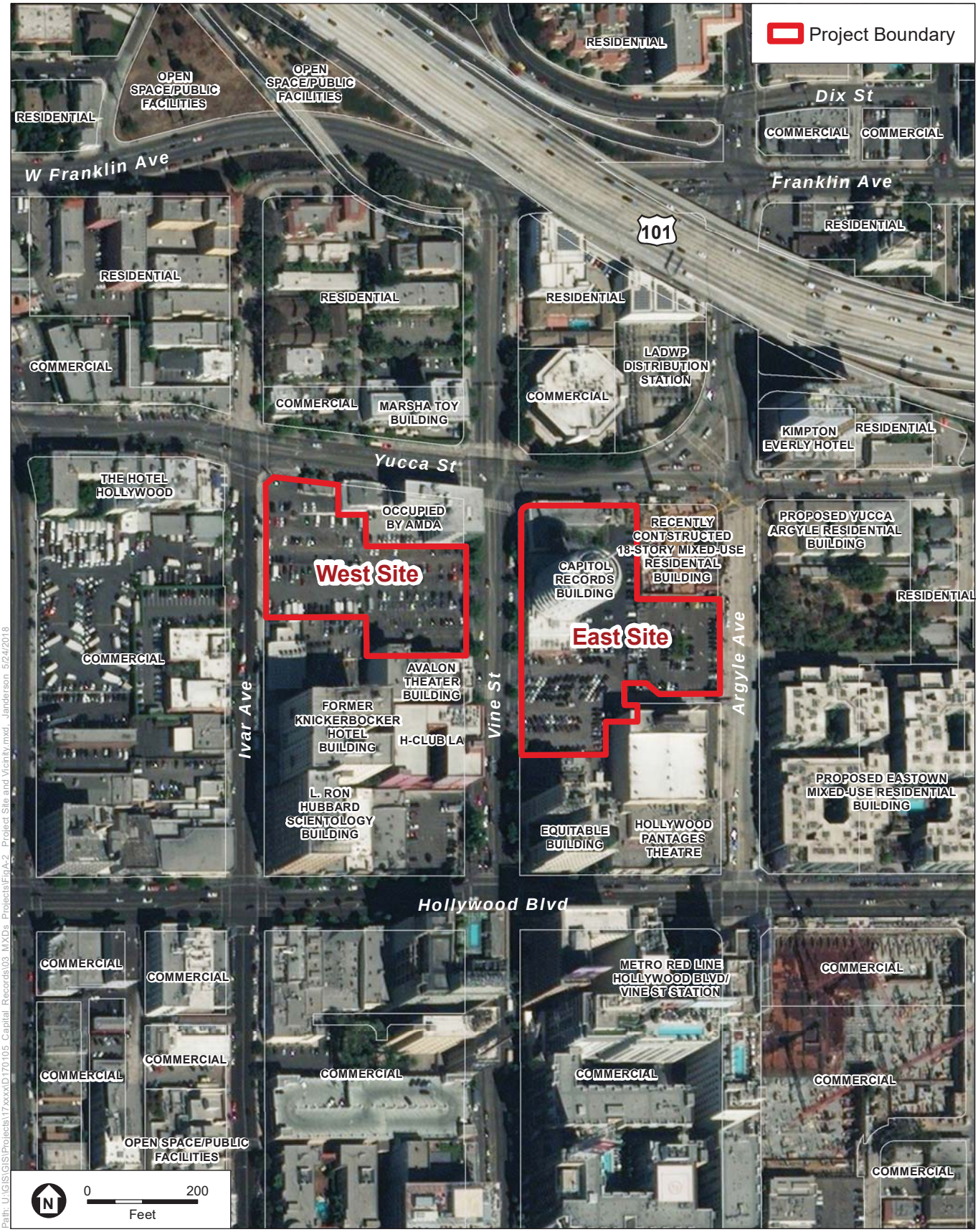


SOURCE: Open Street Map, 2018.

Hollywood Center Project

Figure A-1
Regional and Site Location Map

ESA



SOURCE: Google Earth, 2016.

Hollywood Center Project

Figure A-2
Aerial Photograph of Project Site and Vicinity

ESA

To the east of the Project Site, there are three two-story multi-family homes, a single-family home and a duplex. A 20-story mixed-use development, known as the 6220 West Yucca Project, is currently proposed for this property, with a mix of residential, hotel, and commercial/restaurant uses. Further south, a 7-story, 507-unit Eastown mixed-use residential building is located at 6201 Hollywood Boulevard. Bordering the East Site immediately to the south is a one-story restaurant (location of proposed 216-room, 14-story, citizenM Hotel), surface parking, and the three-story Hollywood Pantages Theatre. Further to the south at the northeast corner of Hollywood Boulevard and Vine Street is the 12-story Equitable Building, which has a ground floor restaurant/bar.

The structures directly west of the Project Site on the west side of Ivar Avenue include the three-story Hotel Hollywood and various retail, restaurant, and service uses. On the west side of Vine Street and south of the West Site is the Avalon Theater Building, and south of the theater on Vine Street is the five-story h-Club LA. At the northeast corner of Ivar Avenue and Hollywood Boulevard is the 14-story L. Ron Hubbard Scientology Building (Scientology Building). Immediately north of the Scientology Building on Ivar Avenue is an 11-story U-shaped senior residential building (commonly referred to as the former Knickerbocker Hotel Building). In general, the land uses within the vicinity of the Project Site are characterized by a mix of low- to medium-intensity industrial, residential, commercial, and mixed-use buildings, which vary in building style and period of construction.

The Project Site is well served by a network of regional transportation facilities. Various public transit stops operated by the Los Angeles County Metropolitan Transportation Authority (Metro) and Los Angeles Department of Transportation (LADOT) are located in close proximity to the Project Site. The nearest Metro Station is the Metro Red Line Hollywood/Vine Station located approximately 600 feet south of the Project Site. Bus transit access is provided along a number of Metro and LADOT bus routes with multiple stops located within one block of the Project Site. These bus routes include Metro Rapid Line 780, Metro Local Lines 180/181, 210, 212/312, 217, and 222, and LADOT Downtown Area Short Hop (DASH) Hollywood, DASH Beachwood Canyon, and DASH Hollywood/Wilshire.

As shown in Figure A-1, the Hollywood Freeway (US-101) is approximately 500 feet north of the Project Site; the Santa Monica Freeway (I-10) is approximately five miles to the south; the Harbor Freeway (I-110) is approximately five miles to the southeast; and the Golden State/Santa Ana Freeway (I-5) is approximately five miles to the east; the Ventura Freeway (SR-134) is approximately four miles to the north; and the San Diego Freeway (I-405) is approximately eight miles to the southwest.

3. Existing Conditions on Project Site

The Project Site is entirely developed and generally underutilized, with the exception of the historic Capitol Records Complex. At present, the Project Site contains 49 trees, 14 of which are considered "significant" trees, and 19 of which are City of Los Angeles rights-of-way trees. "Significant" trees are defined as any tree with a trunk diameter of eight inches or larger. None of the 49 trees are considered "protected" by the City of Los Angeles Tree Preservation Ordinance No. 177,404. "Protected" trees are coast live oak, western Sycamore, Southern California black walnut, or California bay laurel with trunk diameters of four inches or greater.[5]

The East and West Sites slope from northeast to southwest with elevations ranging from about 404 feet elevation to 383 feet elevation (i.e., a grade change of approximately 21 feet). The sidewalk along Vine Street contains the Hollywood Walk of Fame and street trees.

The northern part of the West Site contains an approximately 1,237 square-foot single-building constructed in 1928, that is currently leased by AMDA and used on a daily basis for sets and props. The remaining part of the West Site (approximately 78,512 square feet) contains a surface parking lot with a parking attendant kiosk. Existing access to the West Site is provided from a driveway off Vine Street and two driveways along Ivar Avenue. The West Site is enclosed by an iron gate.

The East Site contains the Capitol Records Complex, which includes the 13-story Capitol Records Building and ancillary studio recording uses, as well as the two-story Gogerty Building, all of which total approximately 114,303 square feet of existing floor area. The Capitol Records Building, which reaches an above grade height of approximately 165 feet, was built in 1956 and is the visual focal point of the Project Site. The adjacent Gogerty Building, constructed in 1930, was renovated in 2003 and reaches a height of approximately 33 feet above grade. As further described in Attachment B, Explanation of Checklist Determinations, Section V. Cultural Resources, of this Initial Study, both buildings within the Capitol Records Complex are considered historical resources under the California Environmental Quality Act (CEQA). The remaining part of the East Site (approximately 38,931 square feet) contains surface parking lots with controlled gated access.

5 Carlberg Associates, Hollywood Center Project – 1749, 1755, 1777 Vine Street, 1754 Ivar Avenue, 1734 Argyle Avenue, and 6334 Yucca Street, Los Angeles, CA 90028 Tree Report, 2018.

4. Existing Planning and Zoning

The City's Hollywood Community Plan designates the Project Site as Regional Center Commercial, with corresponding zones of C2, C4, P, PB, RAS3, and RAS4.

The Project Site is zoned (T)(Q)C2-2-SN and C4-2D-SN as the underlying zone.[6] The C2 and C4 zones allow for a wide variety of land uses, including retail stores, theaters, hotels, broadcasting studios, parking buildings, parks, and playgrounds. These zones also permit any land use permitted in the R4 zone, including multiple residential uses. Height District 2 allows a 6:1 FAR in the Project Site's C2 and C4 zoned portions with no height limit. However, the Project Site is subject to D Limitations, which limit some lots to a 3:1 FAR and other lots to a 2:1 FAR. The D Limitations do not impose any height limits on the Project Site.[7] The SN designation signifies that the Project is located within the established boundaries of the Hollywood Signage Supplemental Use District. The Project Site is also designated as Regional Center Commercial under the Hollywood Redevelopment Plan, which establishes a 4.5:1 FAR limitation or a maximum 6:1 FAR with City Planning Commission approval. The Hollywood Redevelopment Plan also requires an Owner Participation Agreement for projects exceeding a 4.5:1 FAR.[8] The Project Site is also located within a Los Angeles State Enterprise Zone, a Freeway Adjacent Advisory Notice for Sensitive Uses area, and an Adaptive Reuse Incentive Area.

Given proximity to regional transportation facilities in the Project vicinity, including the Metro Red Line Hollywood/Vine Station, the Project Site is within a Transit Priority Area (TPA). City of Los Angeles Department of Planning, Zoning Information (ZI) File No. 2452 was developed in response to Senate Bill (SB) 743 to allow for TPAs and exemptions to aesthetics and parking evaluations within TPAs pursuant to CEQA. Specifically, Section 21099 (d)(1) of the Public Resources Code (PRC) states that a project's aesthetic and

6 On or about July 24, 2013, the City's City Council approved Ordinance No. 182,636 (effective on or about July 26, 2013) that amended the Property's zoning from C4-2D-SN to (T)(Q)C2-2-SN. On or about March 17, 2017, the Los Angeles Superior Court issued a judgement invalidating the City's adoption of Ordinance No. 182,636. The Superior Court's ruling is currently under appeal. However, the Applicant is hereby requesting a zone change and height district change that would supersede Ordinance No. 182,636; therefore, Ordinance No. 182,636 would be superseded, if enacted, upon the City's final approval of the requested zone change and height district change.

7 D Limitation per Ordinance No. 165,659, The 'D' Limitation restricts the Floor Area Ratio to 2:1, with a provision that a project could exceed the FAR as long as the CRA Board finds that the project is consistent with the redevelopment plan, that the developer entered into an Owner Participation Agreement (OPA) with the CRA Board, and the project is approved by the City Planning Commission, or City Council on appeal.

8 The Community Redevelopment Agency of the City of Los Angeles (CRA/LA) is dedicated to revitalizing and renewing economically underserved areas of the City. The Project Site is located within the 1,107-acre Hollywood Redevelopment Project area. The Hollywood Redevelopment Plan sets forth goals that encourage economic development, promote and retain the entertainment industry, revitalize the historic core, preserve and expand housing for all income groups, and more. The Hollywood Redevelopment Plan was originally approved and adopted by the City Council on May 7, 1986 (Ordinance No. 161,202) and was amended various times until its latest amendment date on October 31, 2003 (Ordinance No. 175,615). Ordinance 181,668 was adopted to extend the existing time limit for the effectiveness of the Hollywood Redevelopment Plan until May 7, 2028. The Hollywood Redevelopment Plan is available at http://www.crala.org/internet-site/Projects/Hollywood/upload/HollywoodRedevelopmentPlan.pdf.

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 TPA. PRC Section 21099 defines the criteria for an employment center, infill site, and TPAs. Specifically, "infill site" is defined as a location within an urban area that has been previously developed, or a vacant site where at least 75 percent of the perimeter of the site adjoins an improved public right-of-way. "TPAs" are defined as areas within one-half mile of a major transit stop that is existing or planned. A "major transit stop" is defined as a site containing an existing rail transit station 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. Under ZI File No. 2452, a project shall be considered to be within a TPA if all parcels within the project have no more than 25 percent of their area farther than one-half mile from the major transit stop. The "Citywide Transit Priority Areas" map contained in ZI File No. 2452 illustrates overlapping TPAs within the Project Site area.[9]

Because the Project proposes mixed uses including residential uses, and the Project Site is a previously developed "infill" site located within 750 feet of Metro's Red Line Hollywood/Vine Station, the Project meets the criteria of SB 743 and ZI File No. 2452. As discussed in ZI File No. 2452, parking impacts, visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas, or any other aesthetic impact as defined in the City's CEQA Threshold Guide shall not be considered an impact, unless evaluation is required under other land use regulations of the Los Angeles Municipal Code (LAMC).

5. Description of Project

The Project would preserve the Capitol Records Complex (other than reconfiguration of a portion of the existing supporting parking), and remove the remaining existing uses on the Project Site including most of the surface parking areas and single-story building leased by AMDA.[10] Four new buildings (two on the West Site and two on the East Site) would be constructed around the existing Capitol Records Complex, connected by a series of public open spaces on the ground level. **Table A-1** includes the proposed development program for the Project. The proposed building locations, open space areas, and vehicular access on the entire Project Site are presented in **Figure A-3**, *Conceptual Site Plan*, with more detailed plans for both the West Site and East Site shown in **Figures A-4** and **A-5**, *Conceptual Plot Plan*, respectively. The elevations of the proposed buildings are depicted in **Figures A-6** and **A-7**, *Building Sections*, for the West and East Sites, respectively. The development program is described in more detail below.

[9] City of Los Angeles Department of City Planning, Zoning Information and Mapping Access System (ZIMAS), Parcel Profile Report [APN Search]: 5546-004-(006); 020; 021; 029; 032 and 5546-030-(028); 031; 032; 033; 034. Generated February 8, 2018.

[10] Portions of the existing supporting parking for the Capitol Records Complex not adjacent to the Capitol Records Complex would be reconfigured and relocated to the East Site five-floor subterranean and grade-level parking garage. 97 spaces within the East Site parking garage would be for the Capitol Records Complex parking space replacement.

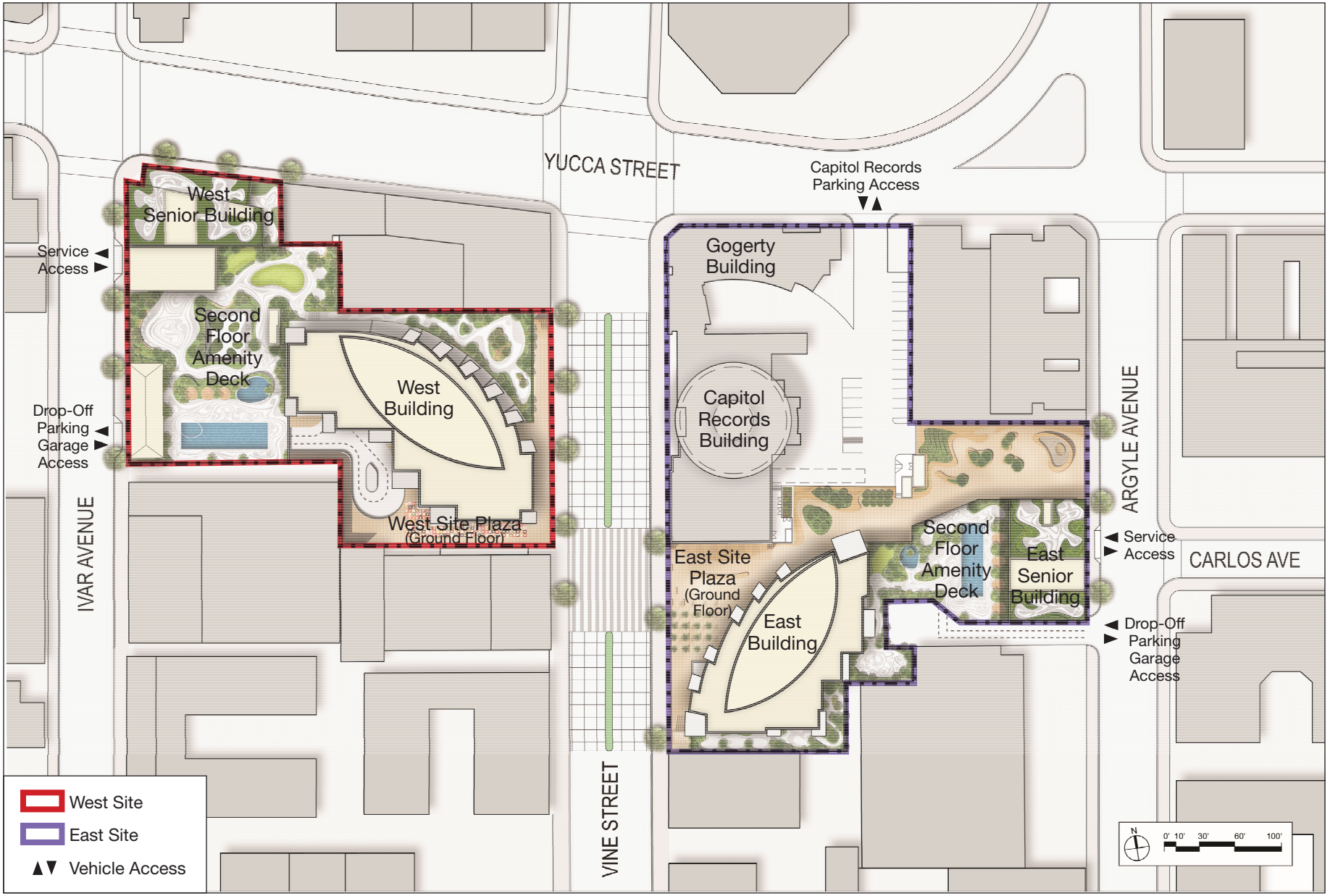
TABLE A-1
PROPOSED DEVELOPMENT PROGRAM [a]

	West Site	East Site	Total (Across Project Site)
Site Area (Pre-Dedication)	78,629 sf	115,866 sf	194,495 sf (4.46 Acres)
Site Area (Post-Dedication) [b]	83,792 sf	117,133 sf	200,925 sf (4.61 Acres)
Maximum Building Height [c]	469 feet	595 feet	595 feet
Residential			
Market-Rate Units			
One-Bedroom	195 du	175 du	370 du
Two-Bedroom	198 du	172 du	370 du
Three-Bedroom	56 du	76 du	132 du
Subtotal Market-Rate Units	*449 du*	*423 du*	*872 du*
Subtotal Market-Rate Residential Floor Area	*534,947 sf*	*529,092 sf*	*1,064,039 sf*
Senior Affordable Units			
One-Bedroom	59 du	53 du	112 du
Two-Bedroom	9 du	12 du	21 du
Subtotal Senior Affordable Units	*68 du*	*65 du*	*133 du*
Subtotal Senior Affordable Residential Floor Area	*62,289 sf*	*61,777 sf*	*124,066 sf*
Indoor Residential Amenities and Lobbies			
Market Rate Residential	35,001 sf	26,178 sf	61,179 sf
Senior Affordable Residential	3,815 sf	3,875 sf	7,690 sf
Subtotal Indoor Residential Amenities and Lobbies Floor Area	*38,816 sf*	*30,053 sf*	*68,869 sf*
Commercial			
Restaurant/Retail	12,691 sf	17,485 sf	30,176 sf
Other Commercial			
Subtotal Commercial floor Area	*12,691 sf*	*17,485 sf*	*30,176 sf*
Total Floor Area	*648,743 sf*	*638,407 sf*	*1,287,150 sf*
Total Buildable Area for Floor Area Ratio			*1,401,453 sf*
Floor Area Ratio			**6.975:1[d]**

	West Site	East Site	Total (Across Project Site)
Parking			
Vehicular Parking			
Required	443 spaces	544 spaces	987 spaces
Proposed	837 spaces	684 spaces	1,521 spaces
Bicycle Parking			
Long-Term	247 spaces	242 spaces	489 spaces
Short-Term	30 spaces	32 spaces	62 spaces
Open Space			
Outdoor Common Open Space	38,973 sf	43,575 sf	82,548 sf
Indoor Common Open Space	20,791 sf	11,068 sf	31,859 sf
Subtotal Common Open Space	59,764 sf	54,643 sf	114,407 sf
Private Balconies	22,100 sf	24,200 sf	46,300 sf
Total Open Space Provided	**81,864 sf**	**78,843 sf**	**160,707 sf**
Total Open Space Required	*61,075 sf*	*59,100 sf*	*120,175 sf*

NOTES:
a "sf" = "square feet", "du" = "dwelling units"
b Post-dedication square footage is calculated with the inclusion of the 1,267 square-foot East Site Alley Merger and the 5,163 sidewalk merger (along Yucca Street and both sides of Vine Street) area.
c The maximum building height includes the bulkhead on the West Building and East Building (a non-occupiable additional level, housing only mechanical equipment).
d The FAR is calculated by: the total buildable area (1,401,453 square feet) divided by the total Project Site lot area (200,925 square feet) = 6.975.

SOURCE: Handel Architects LLP, 2018 and James Corner Field Operations, 2018.

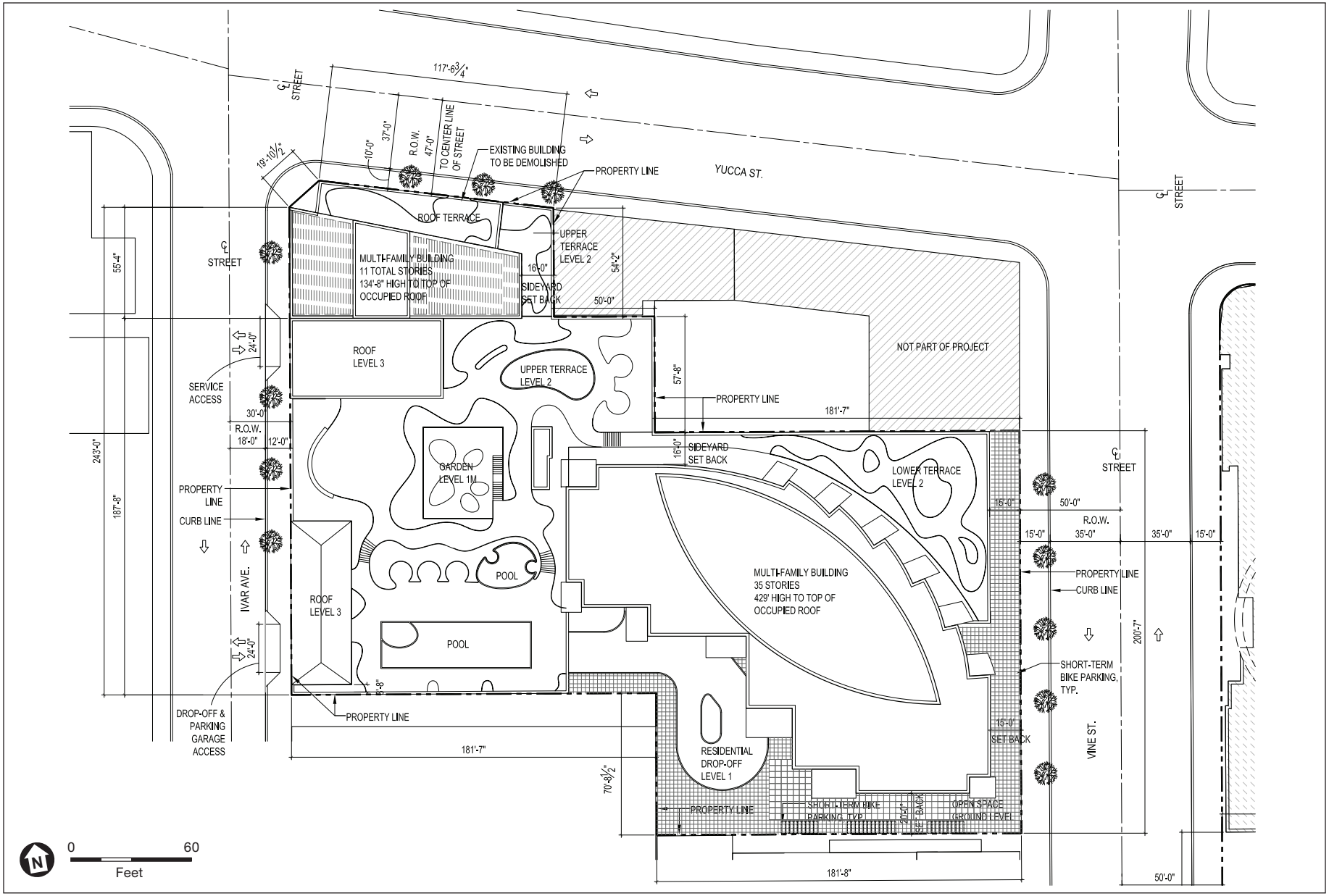


SOURCE: Handel Architects, 2018

Hollywood Center Project

Figure A-3
Conceptual Site Plan

ESA

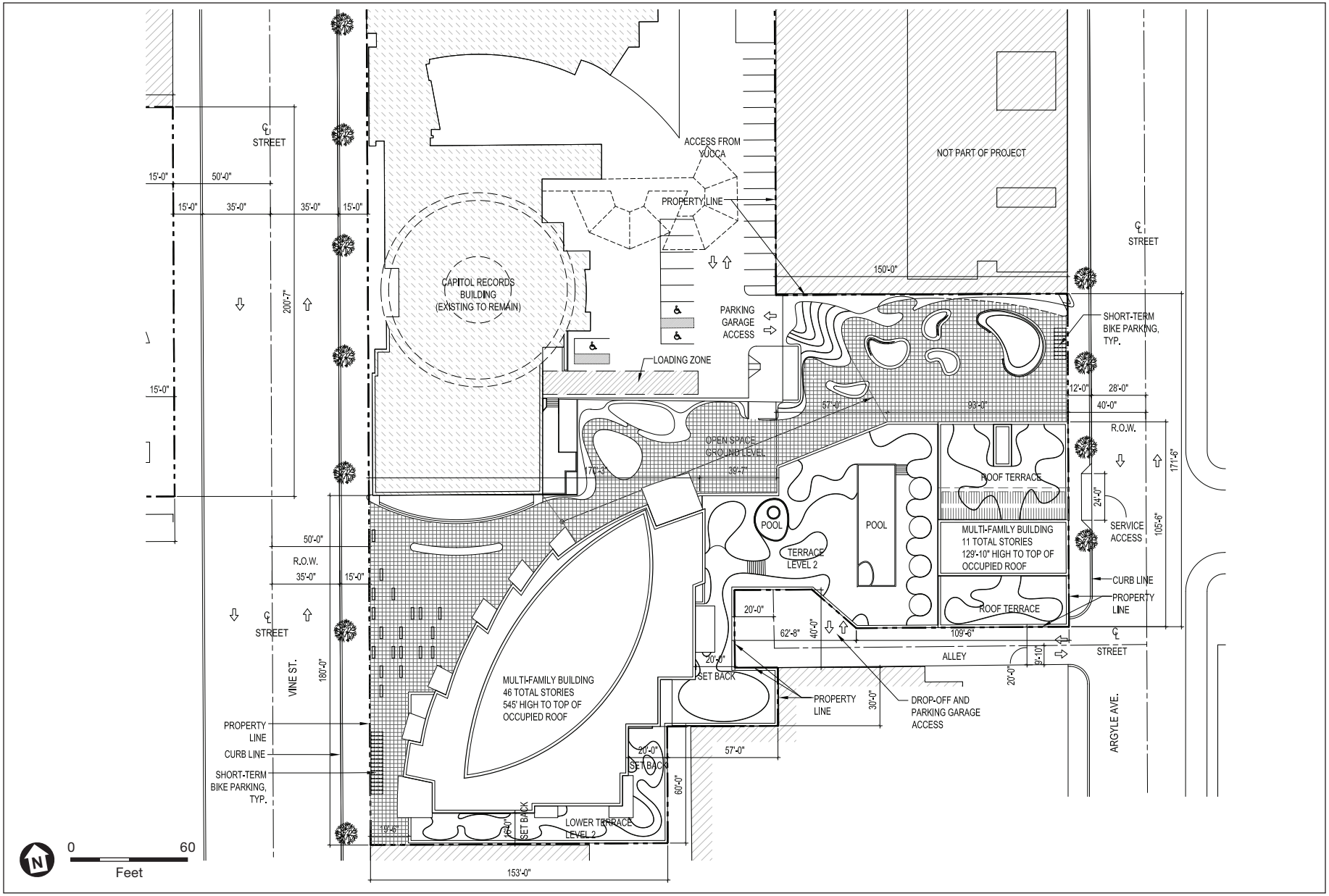


SOURCE: Handel Architects, 2018

Hollywood Center Project

Figure A-4
Conceptual Plot Plan, West Site

ESA



SOURCE: Handel Architects, 2018

Hollywood Center Project

Figure A-5
Conceptual Plot Plan, East Site

ESA

a) Development Program

(1) West Site

The 78,629 square-foot West Site would be developed with the 35-story West Building and 11-story West Senior Building. Additionally, the West Site would contain the proposed West Site Plaza, which would include interactive features as well as flexible space, including a paseo, where visitors can view the Capitol Records Building or participate in a variety of proposed programs such as public performances, art installations and special events. The West Site's parking garage, including separate loading areas and access to trash receptacles, would be accessed from two driveways on Ivar Avenue, south of Yucca Street.

As the East Site is larger than the West Site, the West Site would be the recipient of the proposed transferred floor area and residential density. The West Site would receive an additional approximately 64,300 square feet of FAR from the East Site as a result of the transferred floor area and residential density, which would be add approximately 97 to 98 units from the East Site.

(i) West Building

The West Building would contain 449 housing units on levels 2 through 35, totaling approximately 534,947 square feet of residential floor area, comprised of 195 one-bedroom units, 198 two-bedroom units, 51 three-bedroom units, and five three-bedroom penthouse units. The main residential lobby and entrance to the building would front Vine Street. The West Building would contain a non-occupiable additional level above floor 35, housing only mechanical equipment, resulting in a total building height (including the bulkhead) of 469 feet above grade. The West Building would contain approximately 25,753 square feet of residential amenities (16,304 square feet) and back of house services (13,155 square feet) on the mezzanine and second floor, including a 702 square-foot residential screening room, 3,603 square-foot fitness areas, 1,179 square-foot changing lockers, 604 square-foot children's room (Kids Room), 716 square-foot game room, 2,467 square-foot residential multi-purpose room, 292 square-foot recreation room, 488 square-foot library, and 2,547 square-foot lounge space. Common outdoor open space would be located on the second floor, and would include a residential poolside clubhouse, two pools, and an amenity deck with seating. **Figure A-8**, *Amenity Deck (Second Floor), West Site*, shows the amenity features provided on the second floor deck of the West Building.

The West Building would also contain approximately 12,691 square feet of commercial floor area consisting of approximately 3,810 square feet of commercial retail or restaurant space on the ground floor along Vine Street and 8,881 square feet of commercial retail or restaurant space in the mezzanine level, but which will be at grade along Ivar Avenue. Approximately 9,249 square feet of "back of house" services, including but not limited to trash, security, storage, and a fire command room are also proposed.

(ii) West Senior Building

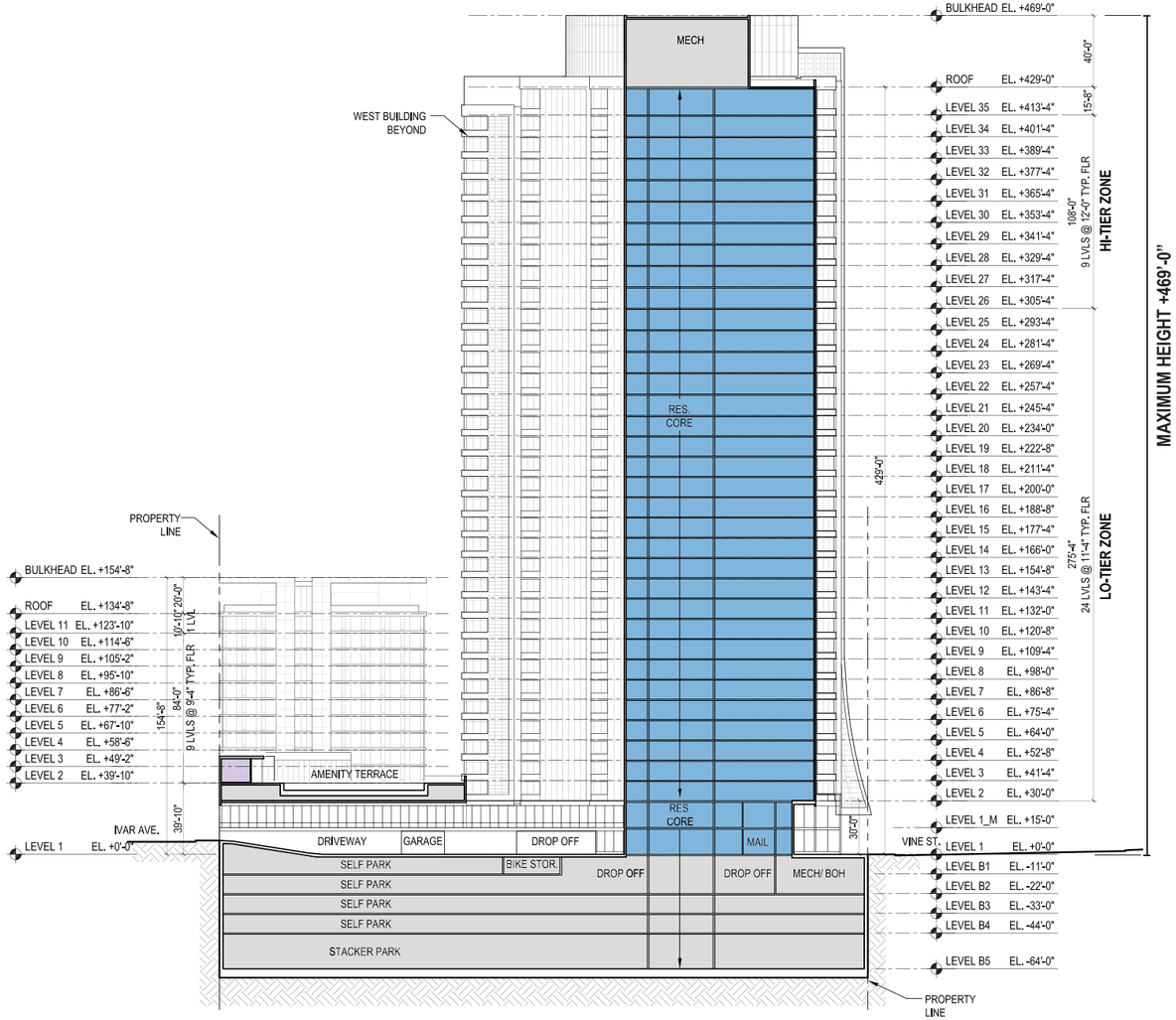
The West Senior Building would contain 68 senior affordable housing units on levels 2 through 11, comprised of 59 one-bedroom units and 9 two-bedroom units, set aside for extremely-low and/or very-low income households, totaling approximately 62,289 square feet of residential floor area. The West Senior Building's ground level lobby would front Ivar Avenue. A 1,920 square-foot lobby would contain two elevators accessible from the subterranean garage, a mail room, and "back of house" service area. Level 2 would contain a multi-purpose room and senior social services office measuring 1,895 square feet and a 1,080 square feet senior residents' terrace. The multi-purpose room could be used for group activities, such as fitness, games, and entertainment and the senior social services office could be used by social workers to provide a wide array of assistance to the senior residents. An approximately 4,050 square-foot rooftop open-air terrace could also be used for a variety of activities, gatherings, and other programs.

(2) East Site

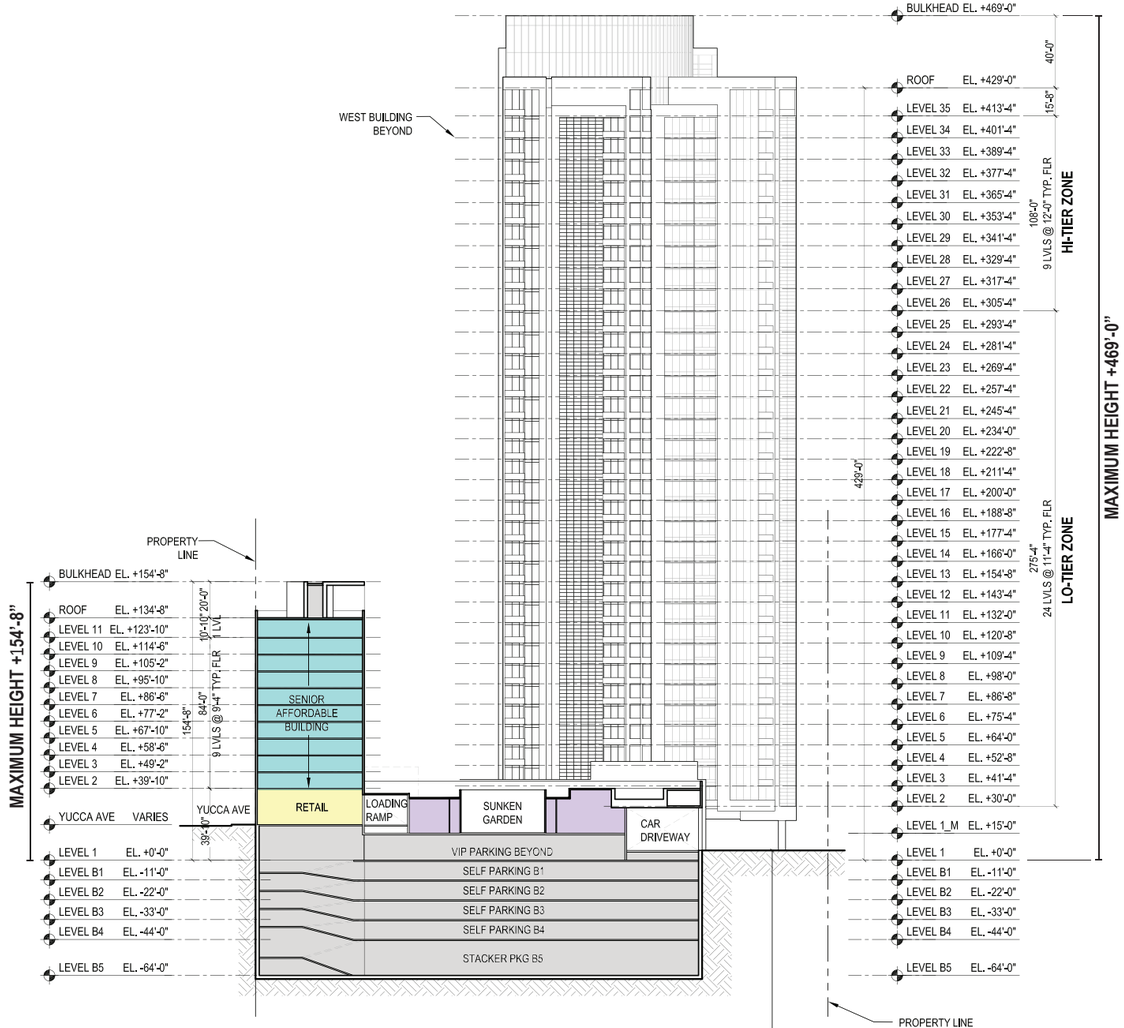
The 115,866 square-foot East Site would preserve the existing Capitol Records Complex and include development of the 46-story East Building and the 11-story East Senior Building. The East Site would also provide sufficient open space and amenities for its proposed uses within three distinct areas:

- The Lounge: An approximate 8,163 square foot gathering space to allow pedestrians to relax on outdoor seating with a fire pit.
- The Garden: An approximate 4,499 square foot landscaped area serving as a transition between the Lounge and Plaza areas. Situated away from the adjacent streets and located inside of the block to provide a grassy area, seating alcoves, and a water feature.
- The Plaza: An approximate 10,198 square foot performance area with a stage that hosts public acoustic performances by nearby school and community music groups. The plaza would be accented by the existing iconic "Hollywood Jazz 1942-1972" mural and also feature outdoor seating to encourage pedestrians to sit and enjoy the performances or to gather and relax when the stage is inactive.

The East Site's parking garage would be accessed from an alley on Argyle Avenue, south of Yucca Street, while the loading areas and access to trash receptacles would be accessed directly from Argyle Avenue. The existing Yucca Street driveway, located between Vine Street and Argyle Avenue, would also provide dedicated access to the Capitol Records Complex.



East - West



North - South

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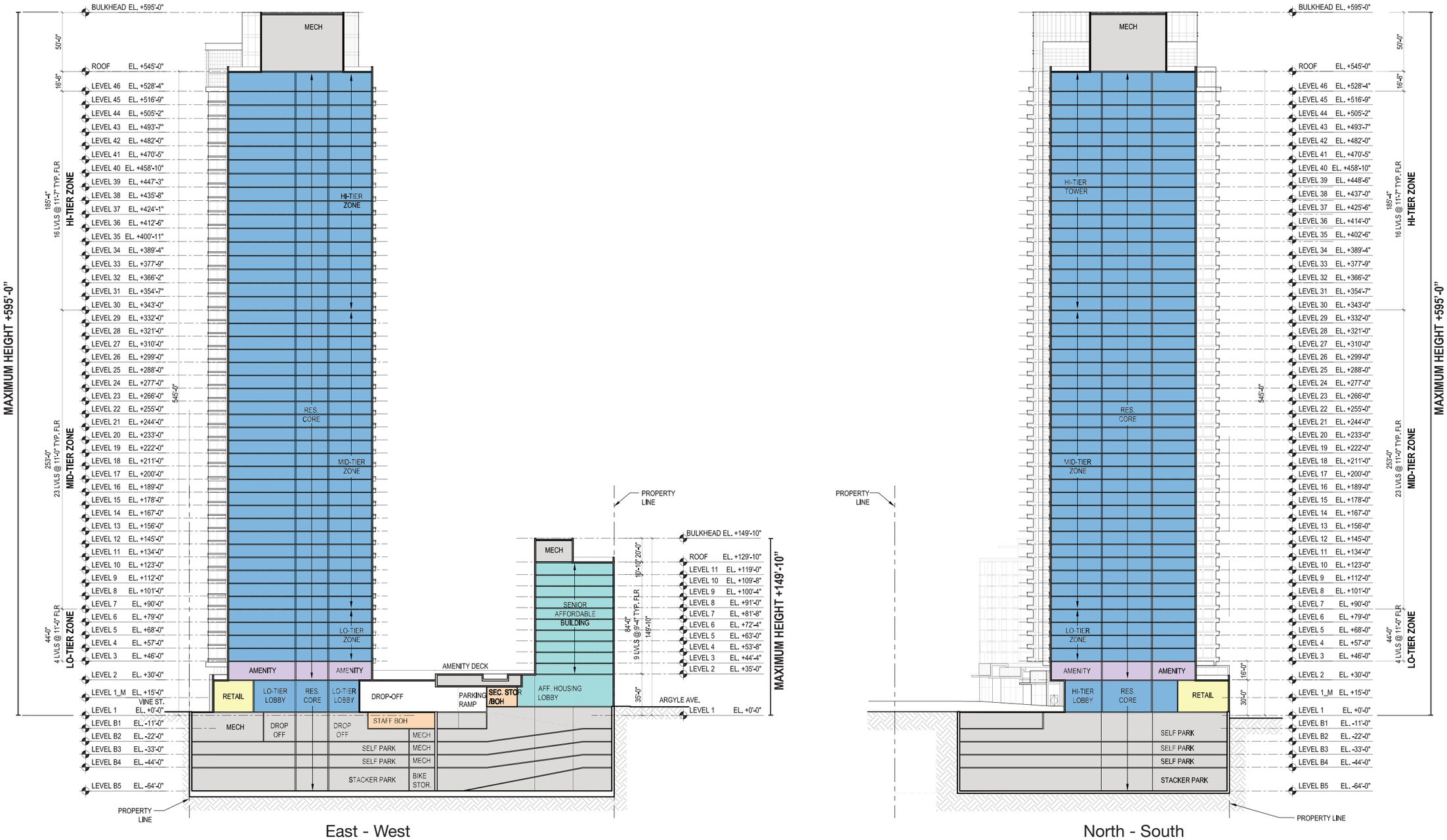
SOURCE: Handel Architects, 2018

Hollywood Center Project

Figure A-6
Building Sections, West Site

ESA



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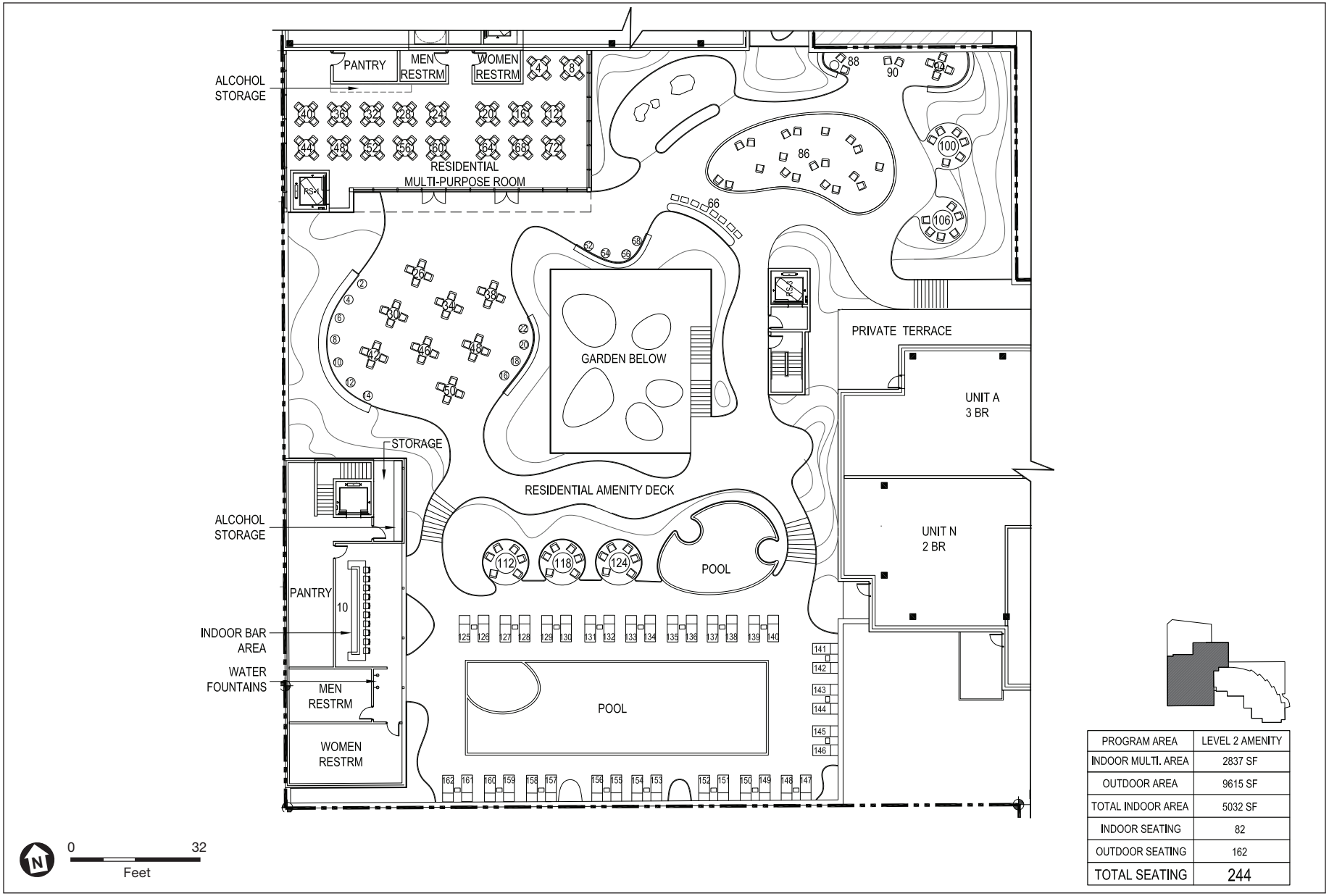
SOURCE: Handel Architects, 2018

Hollywood Center Project

Figure A-7
Building Sections, East Site

ESA



PROGRAM AREA	LEVEL 2 AMENITY
INDOOR MULTI. AREA	2837 SF
OUTDOOR AREA	9615 SF
TOTAL INDOOR AREA	5032 SF
INDOOR SEATING	82
OUTDOOR SEATING	162
TOTAL SEATING	244

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SOURCE: Handel Architects, 2018

Hollywood Center Project

Figure A-8
Amenity Deck (Second Floor), West Site

ESA

(i) East Building

The East Building would contain 423 housing units on levels 3 through 46, totaling approximately 529,092 square feet of residential floor area, comprised of 175 one-bedroom units, 172 two-bedroom units, 71 three-bedroom units, and five penthouse units. The East Building would contain a non-occupiable additional level above floor 46, housing mechanical equipment only, resulting in a total building height (including the bulkhead) of 595 feet above grade. The residential amenity space on the level 2 would include a screening room, fitness area, changing lockers, children's room, game room, residential multi-purpose room, library, and lounge space. Level 2 of the East Building would include approximately 20,804 square feet of common outdoor and indoor open space in the form of a residential poolside clubhouse, two pools, and an amenity deck with seating. **Figure A-9**, *Amenity Deck (Second Floor), East Site*, shows the amenity features provided.

The East Building would also include approximately 17,485 square feet of retail floor area consisting of 9,905 square feet of commercial retail or restaurant space on the ground level and 7,580 square feet of commercial retail or restaurant space in the mezzanine floor along Argyle Avenue. Approximately 9,377 square feet of "back of house" services for the East Building including, but not limited to, trash, security, storage, and a fire command room are also provided.

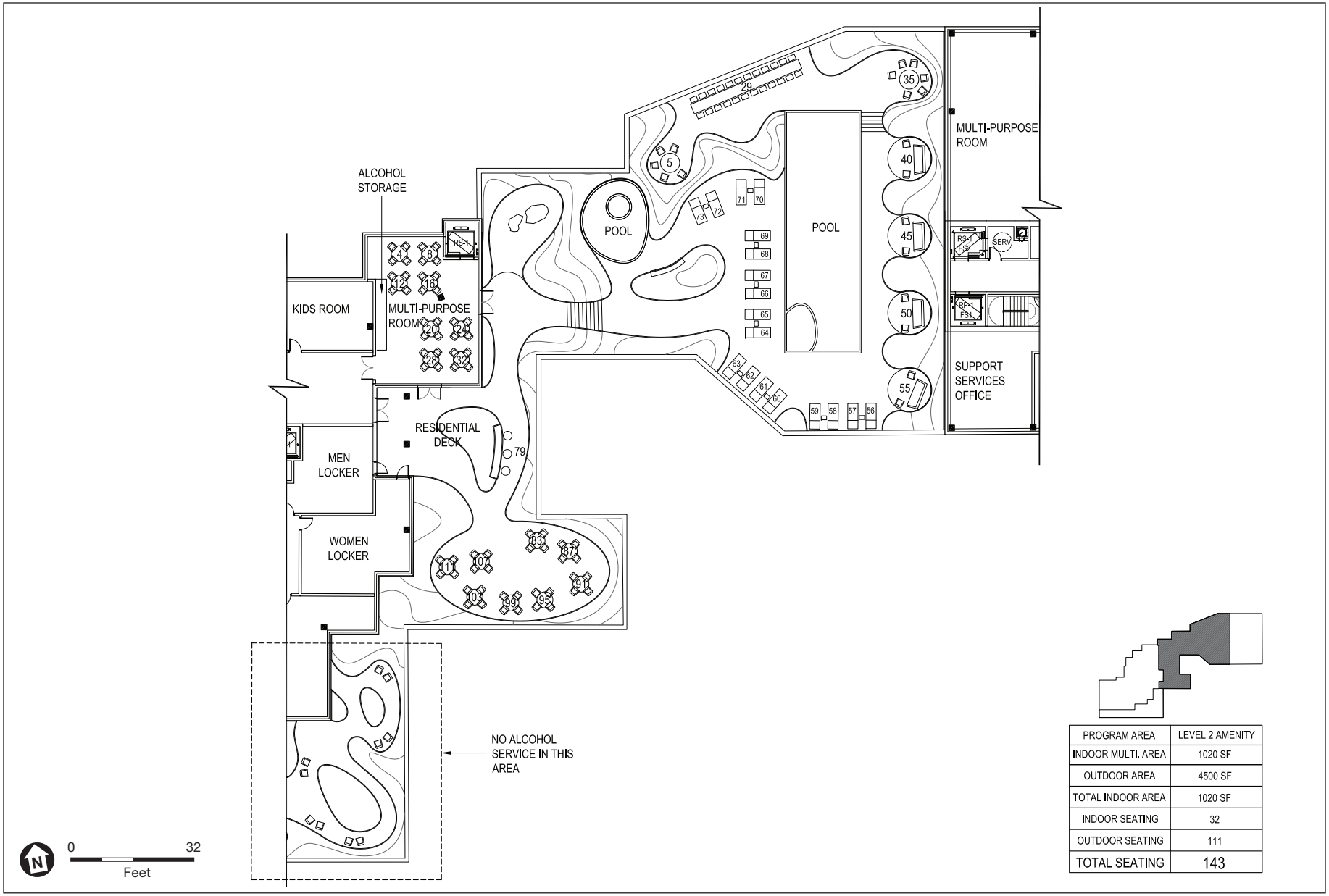
(ii) East Senior Building

The East Senior Building would include 65 senior affordable housing units on level 2 through 11, totaling approximately 61,777 square feet of residential floor area, comprised of 53 one-bedroom units and 12 two-bedroom units. The East Senior Building's ground level lobby would front Argyle Avenue. The second floor would contain a multi-purpose room and a senior social services room measuring 2,000 square feet. The multi-purpose room could be used for group activities such as fitness, games, and entertainment and the senior social services office could be used by social workers to provide a wide array of assistance to the senior residents. The East Senior Building's rooftop would contain a 4,800 square-foot terrace, that would be used for a variety of activities.

(a) East Site Hotel Option

Under the East Site Hotel Option, the East Building uses and the East Senior Building and associated uses would be changed as follows:

(i) East Building. There would be no change to building heights and massing for the East Building as described above, and the retail floor area, open space, and parking configuration would be the same as described above. The Hotel Option would replace 104 market-rate residential housing units from levels 3 through 12 with 220 hotel rooms, leaving a total of 319 market-rate residential housing units on levels 13 through 46. The residential unit mix would include 117 one-bedroom units, 132 two-bedroom units, 65 three-bedroom units, and five three-bedroom penthouse units;



PROGRAM AREA	LEVEL 2 AMENITY
INDOOR MULTI. AREA	1020 SF
OUTDOOR AREA	4500 SF
TOTAL INDOOR AREA	1020 SF
INDOOR SEATING	32
OUTDOOR SEATING	111
TOTAL SEATING	143

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SOURCE: Handel Architects, 2018

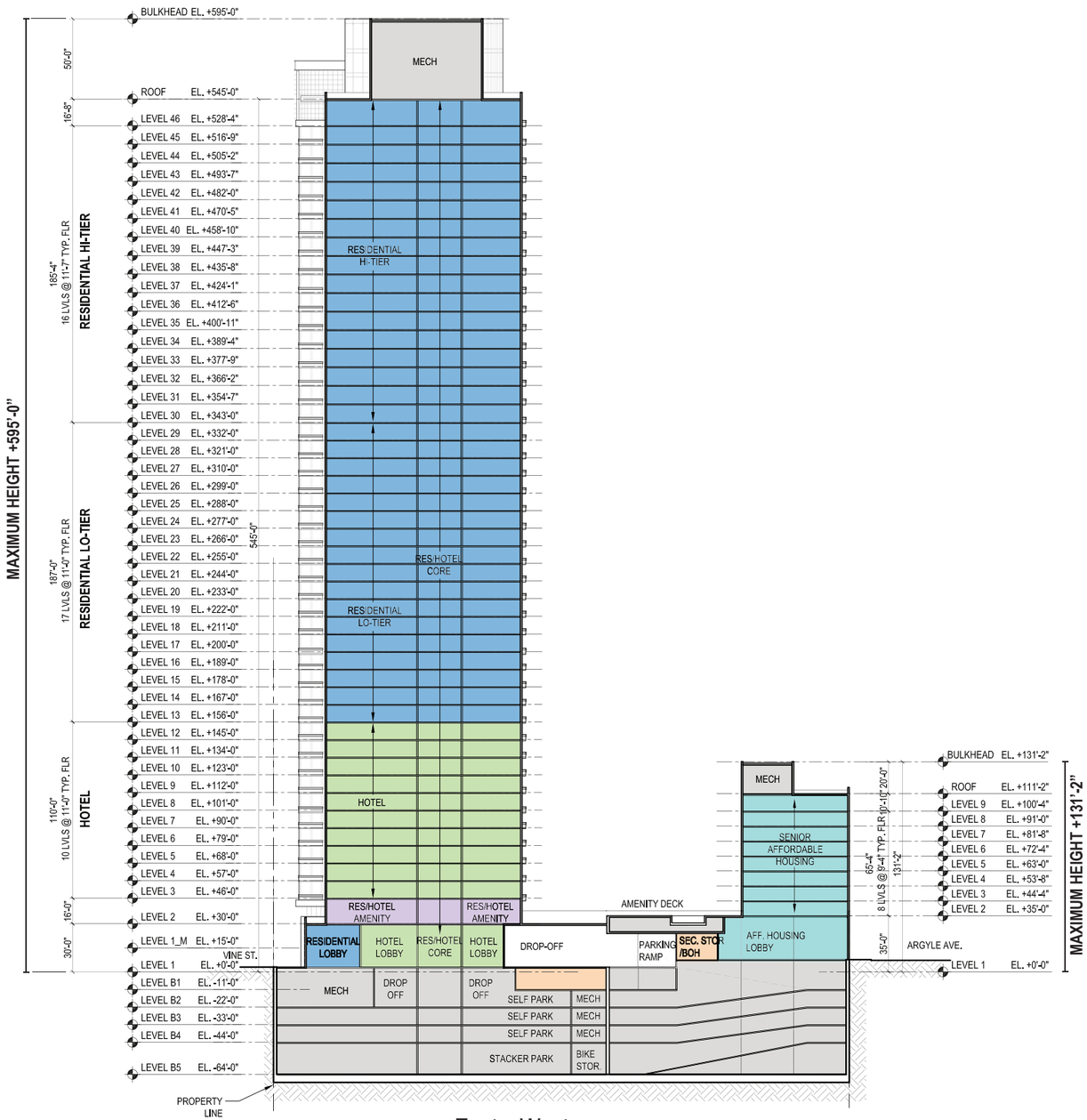
Hollywood Center Project

Figure A-9
Amenity Deck (Second Floor), East Site

ESA

(ii) East Senior Building. The East Senior Building would contain 48 affordable housing units, a reduction of 17 units from the Project as described above. The units would include a mix of 40 one-bedroom units and 8 two-bedroom units. Accordingly, under the Hotel Option, the East Senior Building would be reduced from 11 stories to 9 stories (maximum height of 131) with an additional level to house mechanical building equipment only.

The East Site building heights for the Hotel Option, illustrating the height reduction from 11 to 9 stories, are shown in **Figure A-10**, *Hotel Option Building Sections, East Site*. Outdoor amenity areas associated with the Hotel Option are shown in **Figure A-11**, *Hotel Option Amenity Deck, East Site*. There would be no change to uses on the West Site under this option. The proposed development program for the Hotel Option is summarized in **Table A-2**, *Proposed Development Program for Hotel Option*.



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SOURCE: Handel Architects, 2018

Hollywood Center Project

Figure A-10
Hotel Option Building Sections, East Site

ESA

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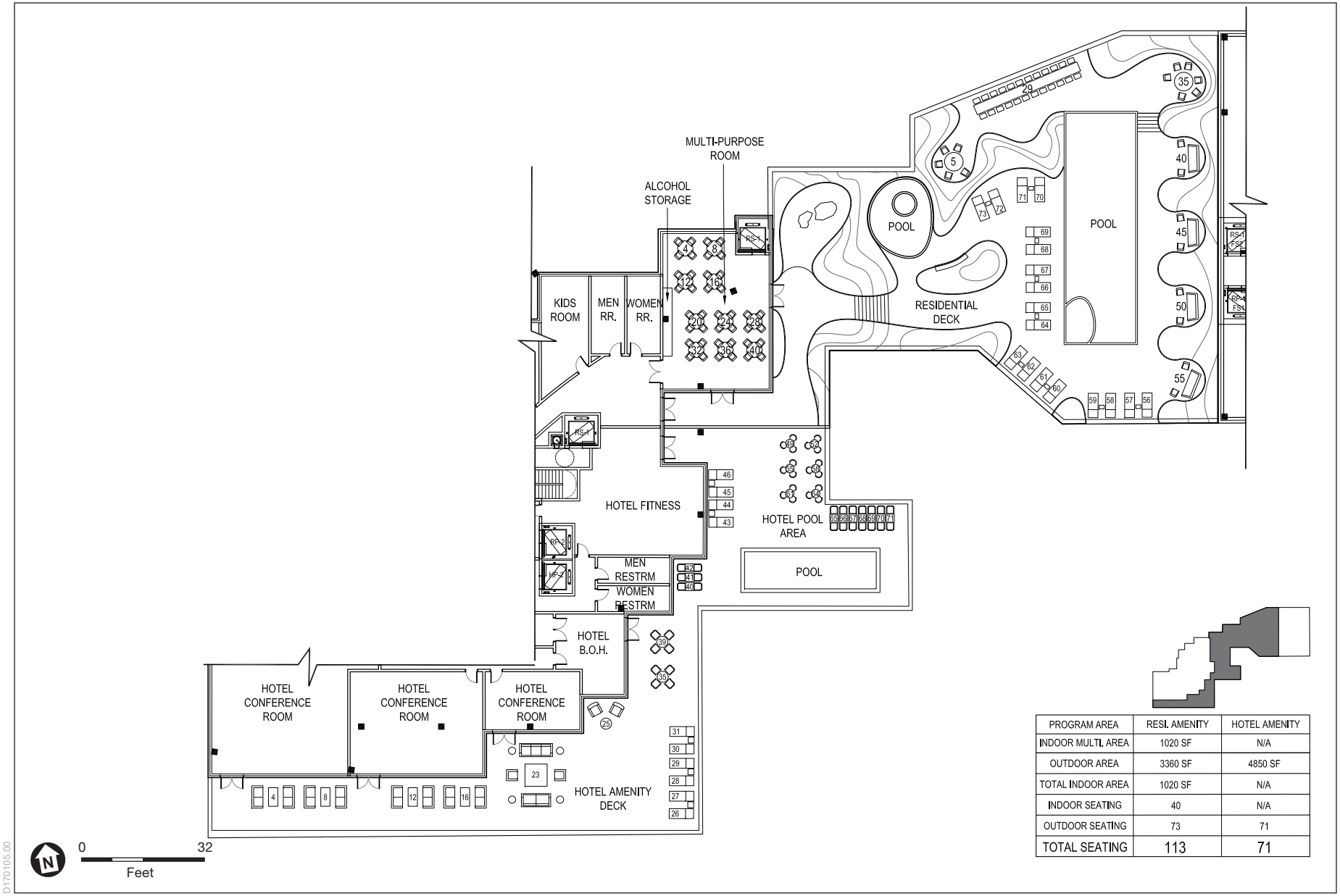

PROGRAM AREA	RESI. AMENITY	HOTEL AMENITY
INDOOR MULTI. AREA	1020 SF	N/A
OUTDOOR AREA	3360 SF	4850 SF
TOTAL INDOOR AREA	1020 SF	N/A
INDOOR SEATING	40	N/A
OUTDOOR SEATING	73	71
TOTAL SEATING	113	71

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SOURCE: Handel Architects, 2018

Hollywood Center Project

Figure A-11
Hotel Option Amenity Deck, East Site

ESA

TABLE A-2
PROPOSED DEVELOPMENT PROGRAM FOR EAST SITE HOTEL OPTION [a]

	West Site	East Site Hotel Option	Total (Across Project Site)
Site Area (Pre-Dedication)	78,629 sf	115,866 sf	194,495 sf (4.46 Acres)
Site Area (Post-Dedication) [b]	83,792 sf	117,133 sf	200,925 sf (4.61 Acres)
Maximum Building Height [c]	469 feet	595 feet	595 feet
Residential			
Market-Rate Units			
One-Bedroom	195 du	117 du	312 du
Two-Bedroom	198 du	132 du	330 du
Three-Bedroom	56 du	70 du	126 du
Subtotal Market-Rate Units	*449 du*	*319 du*	*768 du*
Subtotal Market-Rate Residential Floor Area	*534,947 sf*	*408,572 sf*	*943,519 sf*
Senior Affordable Units			
One-Bedroom	59 du	40 du	99 du
Two-Bedroom	9 du	8 du	17 du
Subtotal Senior Affordable Units	*68 du*	*48 du*	*116 du*
Subtotal Senior Affordable Residential Floor Area	*62,289 sf*	*47,746 sf*	*110,035 sf*
Indoor Residential Amenities and Lobbies			
Market Rate Residential	35,001 sf	16,420 sf	51,421 sf
Senior Affordable Residential	3,815 sf	3,497 sf	7,312 sf
Subtotal Indoor Residential Amenities and Lobbies Floor Area	*38,816 sf*	*19,917 sf*	*58,733 sf*
Commercial			
Restaurant/Retail	12,691 sf	17,485 sf	30,176 sf
Hotel		130,278 sf	130,278 sf
Other Commercial			
Subtotal Commercial floor Area	12,691 sf	147,763 sf	160,454 sf
Total Floor Area	***648,744 sf***	***623,997 sf***	***1,272,741 sf***
Total Buildable Area for Floor Area Ratio			*1,387,044 sf*
Floor Area Ratio			**6.903:1**

	West Site	East Site Hotel Option	Total (Across Project Site)
Parking			
Vehicular Parking			
Required	443 spaces	555 spaces	998 spaces
Proposed	837 spaces	684 spaces	1,521 spaces
Bicycle Parking			
Long-Term	247 spaces	226 spaces	473 spaces
Short-Term	30 spaces	51 spaces	81 spaces
Open Space			
Outdoor Common Open Space	38,973 sf	38,651 sf	77,624 sf
Indoor Common Open Space	20,791 sf	8,151 sf	28,942 sf
Subtotal Common Open Space	*59,764 sf*	*46,802 sf*	*106,566 sf*
Private Balconies	22,100 sf	18,700 sf	40,800 sf
Total Open Space Provided	***81,864 sf***	***65,502 sf***	***147,366 sf***
Total Open Space Required	*61,075 sf*	*45,450 sf*	*106,525 sf*

NOTES:
a "sf" = "square feet", "du" = "dwelling units"
b Gross square footage is calculated with the inclusion of the 1,267 square-foot East Site Alley Merger and the 5,163 sidewalk merger (along Yucca Street and both sides of Vine Street) area.
c The maximum building height includes the bulkhead on the West Building and East Building (a non-occupiable additional level, housing only mechanical equipment).
d The FAR is calculated by: the total buildable area (1,387,044 square feet) divided by the total Project Site lot area (200,925 square feet) = 6.903.

SOURCE: Handel Architects LLP, 2018 and James Corner Field Operations, 2018.

a) Design and Architecture

The Project is designed to welcome and promote free movement of pedestrians onto and across both the East and West Sites. The design includes an open space amenity at the terminus of the Hollywood Walk of Fame that would support varied activities, including but not limited to shopping, outdoor seating, open-air dining, public performances, art installations, viewing of the Capitol Records Building, and special events. The Project's design also enhances accessibility for persons of limited mobility by minimizing grade variations to make them generally imperceptible.

The open space amenities located at the ground level are designed to maintain a visual connection with the street fronts and public paseos while helping activate the plazas. A wide, landscaped paseo is proposed for pedestrian use and would extend east-west through the Project Site (Paseo).

The Project's massing focuses greater density adjacent to Vine Street, in the center of the development, with lower massing such as the senior buildings, located on the periphery of the Project Site where it transitions into the surrounding community. The proposed buildings have been located and shaped to preserve important views of the Capitol Records Building and to promote compatibility between new construction and the historic Capitol Records Complex. Neighborhood features such as the Hollywood Walk of Fame have helped define the proposed vehicular access strategy, with vehicular access provided along Ivar Avenue and Argyle Avenue to remove existing curb cuts and avoid new curb cuts along the Walk of Fame.

The Project's architecture compliments the modernist architectural character of the Capitol Records Building and the greater Hollywood neighborhood. The West and East Buildings draw inspiration for the Capitol Records Building articulation. Together, the three buildings form an asymmetrically balanced composition centered on Vine Street. The facades of the West and East Buildings facing the Capitol Records Building and the Hollywood Hills curve to complement the Capitol Records Building, while maximizing the width of view corridors into and through the Project Site. These curved exterior walls include serrated balconies intended to echo the signature sunshades of the Capitol Records Building. The remaining facades adopt the rectilinear language of the City's grid and more traditional buildings. A conceptual rendering of the Project is depicted in **Figures A-12** and **A-13,** *Simulated Aerial and Elevated Views from the North*.

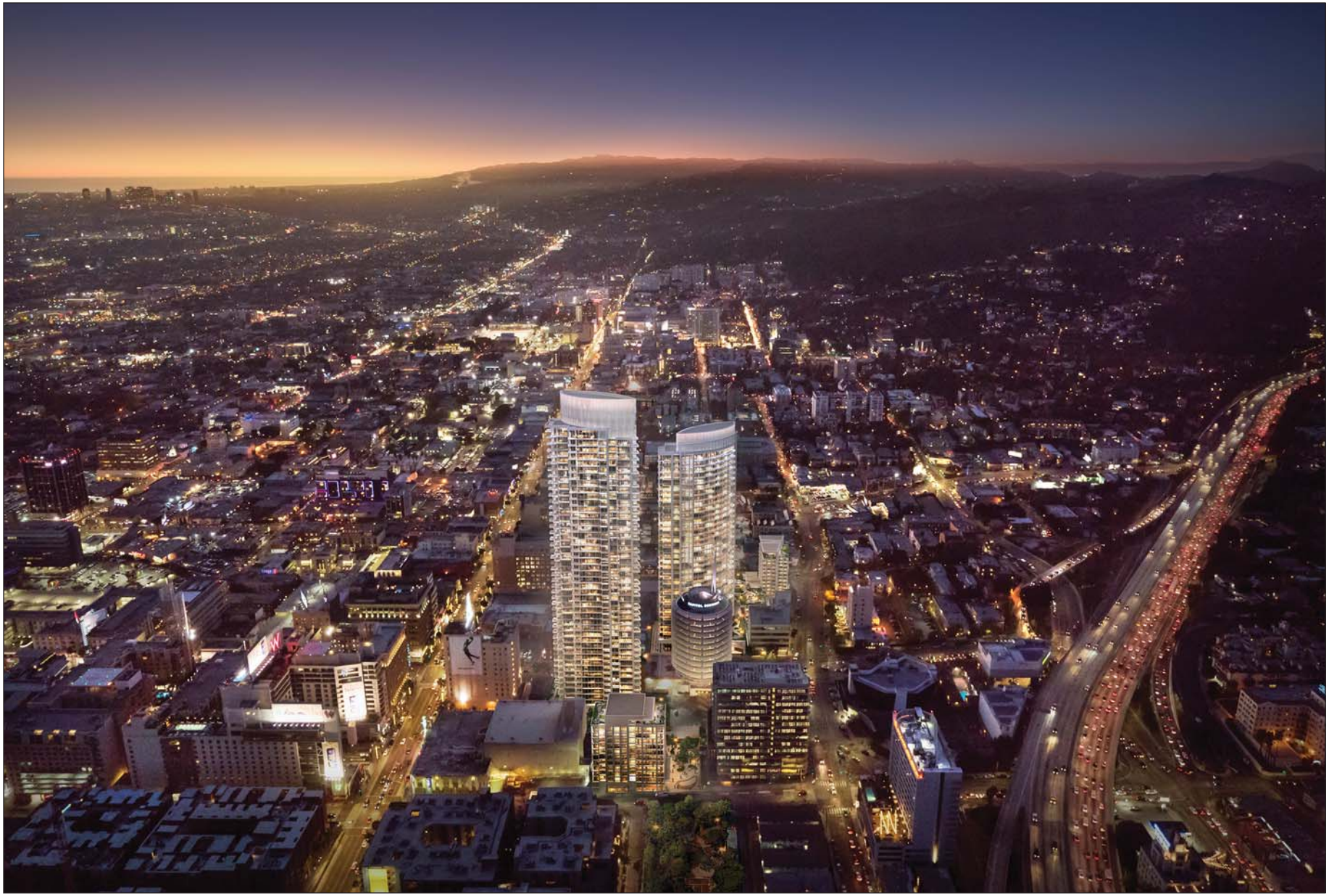
b) Open Space, Landscaping, and Public Art

The Project includes a variety of open spaces designed to create an active pedestrian experience adjacent to the Capitol Records Complex.[11] **Figures A-14** and **A-15**, *Ground Floor Plans for the West and East Sites* provide conceptual illustrations of the Project's proposed outdoor ground-level amenities.

(1) Publicly Accessible Open Spaces

Based on the proposed number of housing units and the mix of unit types, the Project would be required to provide at least 120,175 square feet of useable open space. As depicted in Table A-1, the Project would provide approximately 160,707 square feet of open space, including approximately 82,548 square feet of outdoor common open space, 31,859 square feet of indoor common space, and 46,300 square feet of private open space in the form of private balconies. The Project's ground floor includes publicly accessible open space designed to encourage pedestrian activity.

[11] Pursuant to a lease between the Applicant and Capitol Records, Capitol Records must consent to certain proposed improvements that may impact Capitol Records' use of the property, including the echo chambers. Specifically, Capitol Records must grant its consent to portions of the proposed open space area on the East Site. Depending upon negotiations on use of the space, the East Site's open space area may be reduced and will be redesigned to accommodate Capitol Records and/or to comply with the lease; however, under this scenario, the open space area will comply with the City's zoning requirements, including, but not limited to, the open space requirements.



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SOURCE: Shimahara, 2018

Hollywood Center Project

Figure A-12
Simulated Aerial View from the North

ESA

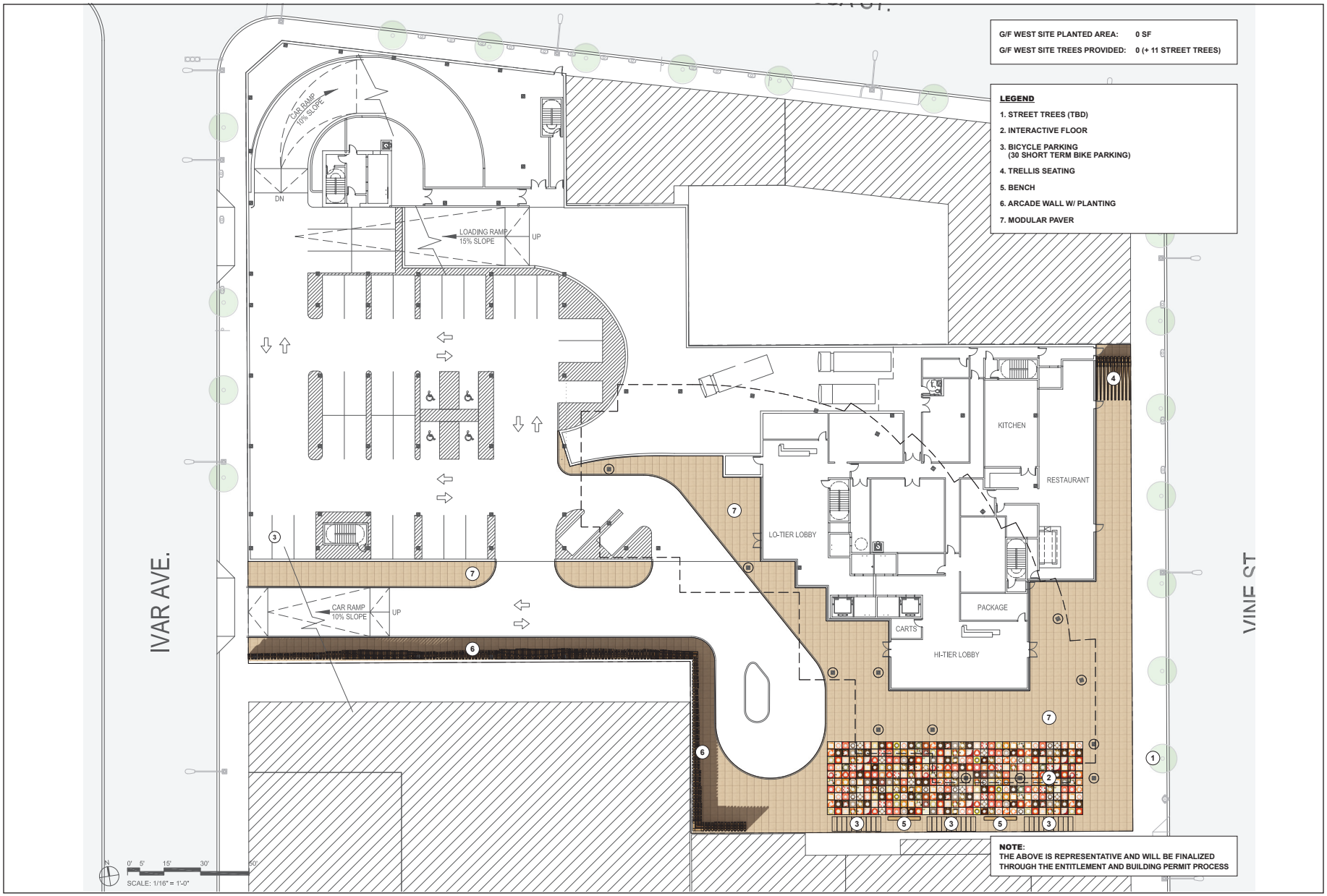
D170105.00

SOURCE: Shimahara, 2018

Hollywood Center Project

Figure A-13
Simulated Elevated View from the North

ESA



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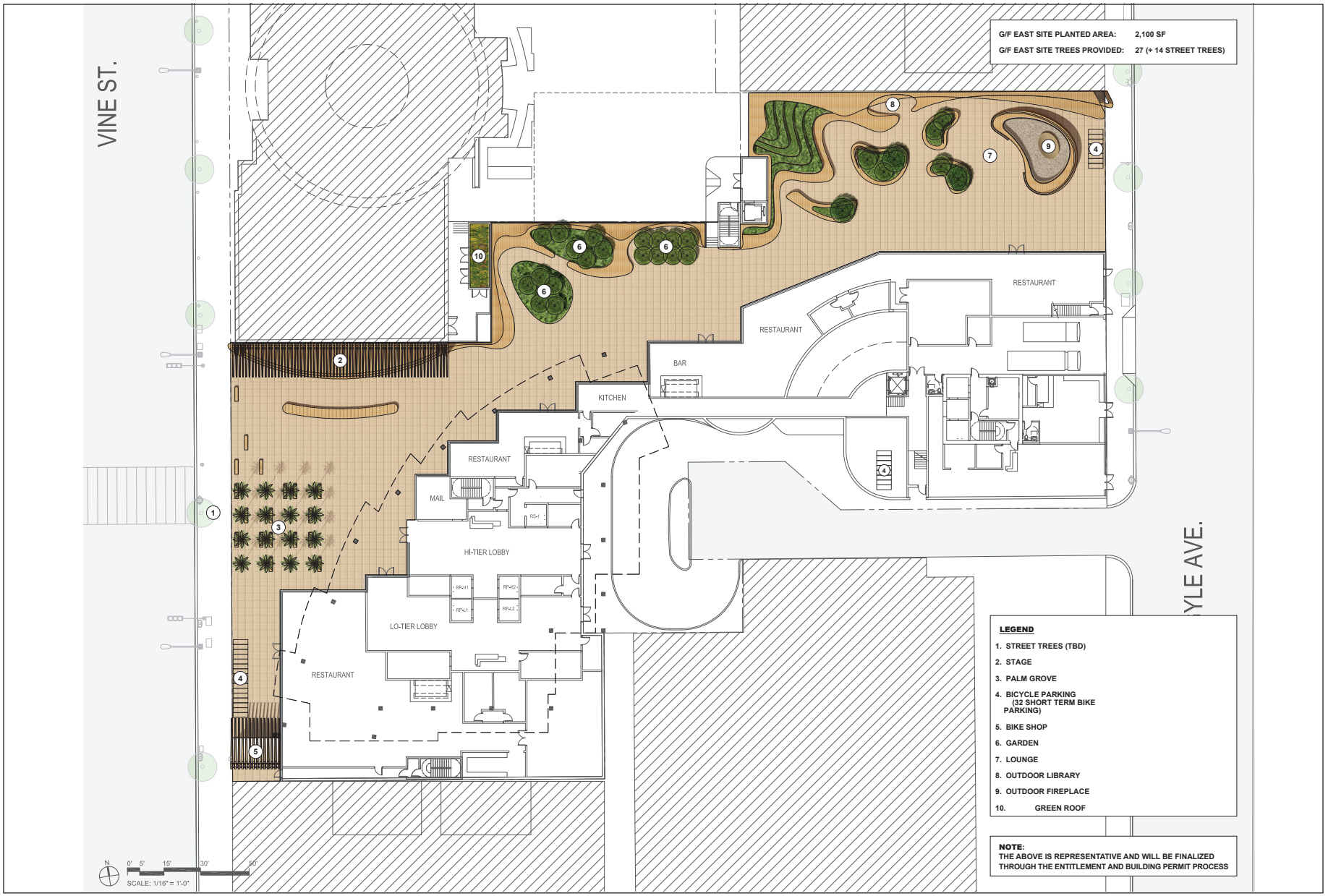
SOURCE: Handel Architects, 2018

Hollywood Center Project

Figure A-14
Ground Floor Plan, West Site

ESA



SOURCE: Handel Architects, 2018

Hollywood Center Project

Figure A-15
Ground Floor Plan, East Site

ESA

The open space plan is designed to strengthen connections in the immediate area through removal of surface parking lots and the provision of cultural and social amenities that would promote the use of public open space through paseo linkages, plazas and enhanced and activated street fronts that would all promote walkability.

Specifically, the West Site plaza (West Plaza) would include flexible space, including the Paseo, where visitors can view the Capitol Records Building (Figure A-14). Shopping, outdoor seating, landscaping, open-air dining, public performances, art installations, and special events would be available to the public. Within the East Plaza, three distinct areas are proposed, as shown in Figure A-15, including a lounge area, a garden area, and a plaza area. Both the West Plaza and East Plaza include ground floor restaurant uses that would assist in activating the street frontages along Vine Street and Argyle Avenue. These publically accessible open space areas would provide local gathering space.

Based on the amount of open space provided, event attendance capacity would be 350 people. There could be up to two performances daily, including one during the midday period and one during the afternoon. Each performance would be 1 to 2 hours in duration. There would be no evening or nighttime performances. Up to 10 performances per week, including weekends, could occur. When special events occur within these spaces, set-up would begin at 10:30 am, events would start no earlier than 11:00 am, and would be closed at dusk. Janitorial services would be performed regularly each day, with power washing occurring frequently.

Under the East Site Hotel Option, less open space would be required: 106,525 square feet for the Hotel Option as compared to 120,175 square feet for residential only. However, as shown in Table A-2, the general configuration of outdoor common open space provided would not change with the Hotel Option, but would increase to 77,624 square feet. The indoor open space and the private residential open space areas would be configured differently under the East Site Hotel Option. Approximately 28,942 square feet of indoor common open space would be provided. Under the Hotel Option, approximately 40,800 square feet of private open space in the form of private balconies would be provided. Under the Hotel Option, a total of 147,366 square feet of open space would be provided across the Project Site. Therefore, the total amount of open space would exceed the open space requirement.

(a) Residential Open Spaces

Indoor market rate amenity recreational spaces, to be situated on the mezzanine and second floors of both the West and East Sites, respectively, would include fitness rooms, community rooms, children's rooms, libraries, and screening rooms for residents only. Amenities provided on the second level deck of both the West Site and East Site – including the pool – would be for resident use only. The East and West Senior Buildings would each include amenity areas on the second level, including an outdoor amenity deck and indoor amenity space.

For the East Site Hotel Option, similar hotel uses would be provided on the mezzanine and second floors as well.

(b) Landscaping

At present, the Project Site contains 49 trees, 14 of which are considered "significant" trees, and 19 of which are City of Los Angeles rights-of-way trees. "Significant trees", due to their size, may support nesting birds. None of the 49 trees are considered "protected" by the City of Los Angeles Tree Preservation Ordinance No. 177,404. All existing trees, including street trees, would be removed and the Project would include the addition of 130 trees on the West Site and 122 trees on the East Site for a total of 252 trees, including street trees.[12] The Project would further comply with the City's Urban Forestry Division's requirements, which currently requires street tree replacement on a 2:1 basis and approval by the Board of Public Works. In addition, landscaped areas throughout the Project Site would include native plants, shrubs, perennials, and ground-cover. Both the West Site and East Site would provide a large elevated garden for residents on the West and East Amenity Decks located on level 2, outdoor amenity spaces with planting areas and canopy trees, and a rooftop terrace on both Senior Buildings with planting areas and canopy trees. Landscaping would be provided along the street edges and throughout the Project's open space areas and would utilize tolerant native plants.

c) Access and Circulation, Parking, and Bicycle Amenities

All vehicles would access the Project Site from Ivar Avenue and Argyle Avenue, allowing Vine Street and the Hollywood Walk of Fame to completely avoid curb cuts. There would be no vehicular access on Vine Street. Access to the Capitol Records Complex would continue to be provided by the existing facility driveway on Yucca Street. Almost all provided parking would be subsurface, except for a small number of existing spaces that will be remain uncovered and at-grade. The Project would provide 1,521 vehicle parking spaces, including 1,242 spaces dedicated to residential parking, 182 spaces provided for commercial uses, and 97 spaces reserved for the existing Capitol Records Complex.

Bicycle parking would also be provided consistent with the requirements of the LAMC, with 551 bicycle parking spaces, including both short-term and long-term parking. Bicycle parking would be both in subterranean parking levels and in the exterior plaza areas of both the East and West Sites. Bicycle maintenance and shower areas would also be provided within the East and West Sites. Detailed access and parking for the West and East Sites is provided below.

[12] As defined in LAMC Section 12.21 G 2 (a)(3): At least one 24-inch box tree for every four dwelling units shall be provided on site and may include street trees in the parkway. For a surface area not located directly on finished grade that is used for common open space, and located at ground level or the first habitable room level, shrubs and/or trees shall be contained within permanent planters at least 30 inches in depth, and lawn or ground cover shall be at least 12 inches in depth. All required landscaped areas shall be equipped with an automatic irrigation system and be properly drained.

(1) West Site Vehicular Access and Parking

A total of 837 vehicular parking spaces would be provided within a five-floor subterranean and grade level parking garage that would serve both buildings: 656 spaces for the West Building, 39 for the West Senior Building, and 142 spaces for the commercial uses. Per LAMC Section 12.21-A.16, 247 long-term and 30 short-term bicycle spaces would be provided as part of the Project.

The West Site's parking garage, including access to trash receptacles, would be accessed from two driveways on Ivar Avenue, south of Yucca Street. Access to the West Site's truck loading zone and back of house would be accessed from the northern driveway located on Ivar Avenue. Of the West Site's 837 parking spaces, a minimum of 163 parking spaces are valet-only, double vehicle stackers to accommodate 326 vehicles, while up to 511 parking spaces are self-park and accessible from the southern driveway on Ivar Avenue. The West Site would contain 84 fully ready electric vehicle (EV) parking spaces. The West Site parking garage's second basement level would also have a dual purpose area, accessible from the southern Ivar Avenue driveway with 15 queuing spaces for (a) valet drop-off and pick-up for the stacked parking spaces and (b) ride-hailing services (such as Uber, Lyft, etc.) drop-off and pick-up.

(2) East Site Vehicular Access and Parking

The Project would provide 684 vehicular parking spaces on the East Site within a five-floor subterranean and grade level parking garage that would serve both buildings: 508 for the East Building, 39 for the East Senior Building, 40 for the commercial uses, and 97 spaces as part of the Capitol Records Building parking space replacement. Per LAMC Section 12.21-A.16, 242 long-term and 32 short-term bicycle spaces are required and would be provided as part of the Project.

The East Site's parking garage would be accessed from Argyle Avenue, south of Yucca Street, while the loading areas and access to trash receptacles would be accessed directly from Argyle Avenue. The existing Yucca Street driveway, located between Vine Street and Argyle Avenue, would provide dedicated access to the East Site parking facilities for Capitol Records Complex employees. Of the East Site's 684 parking spaces, a minimum of 130 parking spaces are valet-only, double vehicle stackers to accommodate 260 vehicles, while up to 424 parking spaces are self-park. The East Site would contain 69 fully ready EV parking spaces. The East Site parking garage's second basement level would also have a dual purpose area with 23 queuing spaces for (a) valet drop-off and pick-up for the stacked parking spaces and (b) ride-hailing services (such as Uber, Lyft, etc.) drop-off and pick-up.

(3) East Site Hotel Option

The Hotel Option would provide 684 vehicular parking spaces: 448 for the residential uses, 99 spaces for the hotel, and 137 for the commercial uses. The East Site would provide a total of 277 bicycle parking spaces under the Hotel Option.

(4) Pedestrian Access

Pedestrian access to the Project Site would be provided via sidewalks around the perimeter of the Project Site, as well as along the wide, landscaped Paseo extending east-west through the Project Site. The Project has been specifically designed to avoid disruption to the Hollywood Walk of Fame by avoiding driveway or vehicular access from Vine Street. Pedestrian access to the main residential lobby of the West Building would be from Vine Street. The West Senior Building's ground level lobby would front Ivar Avenue. Pedestrian access to restaurant uses on the West Site would be available from Vine Street, Yucca Street, and Ivar Avenue. Pedestrian access to the main residential lobby of the East Building would be provided from Vine Street. The East Senior Building's ground level lobby would front Argyle Avenue. Pedestrian access to restaurant uses on the East Site would be available from Argyle Avenue, Vine Street, and from the landscaped paseo. Residents, visitors, patrons, and employees arriving to the Project Site by bicycle would have the same access opportunities as pedestrians and would be able to utilize on-site bicycle parking.

d) Lighting and Signage

Project Site signage would include building identification, wayfinding, and security markings. The buildings may include some architectural accent lighting, to emphasize the Project's architectural identity. Lighting provided at the top of the buildings shall be designed to accentuate the Project's architecture. Commercial and residential signage would be similar to other signage in the Project vicinity and no off-site signage is proposed. All proposed signage would conform to the size, type, and placement requirements of LAMC Article 4.4 and Ordinance No. 181,340, the Hollywood Signage Supplemental Use District.[13] Pedestrian and publicly accessible areas would be well-lighted for security. Project lighting would also include ground level commercial lighting, common and private open area lighting, interior and outdoor lighting from commercial and residential areas, and accent lighting. Light fixtures would share a consistent design aesthetic and would be configured to minimize light pollution. Additionally, light fixtures on the Project Site would be shielded and directed toward the areas to be lit and away from any adjacent sensitive areas, such as residential uses. Furthermore, the Project would be required to comply with LAMC Section 93.0117(b) which limits exterior lighting to no more than two-foot candles of lighting intensity on any property containing residential units.

e) Site Security

The Project would incorporate a security program to ensure the safety of Project residents, employees, and visitors. The buildings would include controlled access to the housing units, hotel, and common open space areas. Access to commercial and restaurant uses, publicly accessible open space areas, and paseos would be unrestricted

[13] City of Los Angeles Department of City Planning, Ordinance No. 181,340, effective November 17, 2010, https://planning.lacity.org/Code_Studies/Other/HwdSignOrd.pdf. Accessed July 16, 2018.

during business hours, with public access discontinued after businesses have closed. Facility operations would include staff training and building access to reduce the demand for police protection services. Site security would include provision of 24-hour video surveillance and full-time security personnel. Duties of the security personnel would include, but would not be limited to, assisting residents and visitors with site access; monitoring entrances and exits of buildings; managing and monitoring fire/life/safety systems; and patrolling the Project Site. The Project design would also include lighting of entryways, publicly accessible areas, and common building and open space areas associated with the housing units and hotel rooms for security purposes.

Regarding public events in the open space Plaza areas, following event completion and attendee dispersal, barricades would be placed on the stages and regularly scheduled security patrols, as well as camera surveillance, would reduce the potential for undesirable activities within the publically accessible open space.

f) Sustainability Features

The Project has been designed to meet the standards for United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) Gold Certification through proven and effective design strategies. The Project is seeking certification as an Environmental Leadership Development Project (ELDP) under the Jobs and Economic Improvement Through Environmental Leadership Act ("the Act") (PRC Section 21178 et seq.). Sustainable elements that have been included into the Project are described below.

The Project Site's urban location enables the Project to earn LEED *Location and Transportation* credits related to public transit, bike usage, and EV charging stations. The Project Site would be readily accessible by several public transit options including numerous City bus lines and rail at the Metro Red Line Hollywood/Vine Station. A transportation demand management (TDM) program would be implemented to reduce the Project's single occupant vehicle trips and increase the trips arriving via alternative modes of transportation (e.g., walking, bicycle, carpool, vanpool, and transit). The TDM program would include design features, transportation services, education, and incentives intended to reduce the amount of single occupant vehicles during commuter peak hours. The TDM program may include, but not limited to, unbundled parking; daily parking discounts for Metro commuters; transit subsidies; upgrades or repairs to sidewalks on route to the Metro Red Line Hollywood/Vine Station; rideshare programs and parking; and, integrated pedestrian network within and adjacent to the site that is transit, bike, and pedestrian friendly. Additionally, the Project is required to provide on-site short and long-term bicycle parking across both the West and East Sites with consideration of its integration throughout the Project and surrounding roadway network.

The Project would incorporate water conservation and rainwater management strategies such as high efficiency water fixtures, graywater and rainwater capture systems, green roofs on the Senior Buildings and residential amenity decks, and water-permeable paving.

As part of a hybrid strategy to mitigate urban heat island effects, the Project would not include any uncovered at-grade parking. The Project would also employ light-colored, reflective paving materials and roof and grade level vegetation. All selected plant and tree species would be drought tolerant.

The Project is designed to exceed American Society of Heating, Refrigerating and Air-Conditioning Engineers 90.1-2010 standards by more than 20 percent through the use of efficient heating, ventilation, and air conditioning (HVAC) systems and a high performance building envelope. Indoor air quality would be enhanced through the selection of low-volatile organic compound (VOC) emitting materials and exhaust systems would be utilized for optimal ventilation in both kitchens and bathrooms.

Furthermore, the Project's outdoor amenity spaces would contain multiple gardens and green spaces on-site for both the public and residents to use. The Project would comply with the City's requirements for tree planting to enhance the outdoor environment.

g) Anticipated Construction Schedule

Assuming the two sites are built one after another, construction of the Project would be completed over an approximately six-year period. Activities would be phased, beginning on the West Site as early as 2021 and on the East Site in approximately 2024. Construction timing could vary for both sites and could potentially overlap on the West and East Sites, and the EIR will analyze the most conservative construction schedule. Project construction would require grading and excavation activities down to a maximum depth of 76 feet below existing grade for building foundations and five levels of subterranean parking. The Project would export approximately 321,675 cubic yards of soil and generate approximately 1,616 cubic yards of demolition debris (asphalt, interior and exterior building demolition, and general demolition debris). No import of soil is proposed.

6. Anticipated Project Approvals

The Applicant is requesting approval of the following entitlements:

1. Pursuant to the Los Angeles Municipal Code (the "LAMC") Section 12.32-F, a Zone Change to C2-2-SN;
2. Pursuant to LAMC Section 12.32-F, a Height District Change for the Property to remove the D Limitation, which limits FAR;
3. Pursuant to LAMC Section 11.5.11(e) and subsequently California Government Code Section 65915(k) or the Applicable Housing Incentive Program, three incentives, concessions, reductions, or modifications of zoning code requirements to provide for affordable housing costs as follows:
   - A floor area bonus (35 percent from 6:1 FAR base) to allow additional floor area up to 7:1 FAR for a project eligible for up to 8.1:1 FAR;

- A development modification for balcony floor area to exclude residential balconies and terraces from consideration as floor area, as defined by LAMC Section 12.03; and
- A development modification to allow a greater number of smaller affordable units with less bedrooms and a different unit mix and unit type to accommodate Senior Affordable Housing Units in lieu of providing the requisite number of Restricted Affordable Units;

4. Pursuant to LAMC Section 12.24-W.1, a Master Conditional Use Permit for the sale or dispensing of alcoholic beverages for on-site and off-site consumption;
5. Pursuant to LAMC Section 12.24-W.19, a Conditional Use Permit for a unified development to allow floor area ratio averaging and residential density transfer between the East Site and the West Site;
6. Pursuant to LAMC Section 16.05, a Site Plan Review for a development that results in an increase of 50 or more dwelling units and/or guest rooms or generates more than 1,000 average daily trips;
7. Pursuant to LAMC Section 17.15, a Vesting Tentative Tract Map No. 82152 to merge (i) an alley to add 1,267 square feet to the Property and (ii) portions along the sidewalk of Yucca Street and both sides of Vine Street to add 5,114 square feet to the Property; associated haul route, and removal of 19 street trees; and
8. Pursuant to California Government Code Sections 65864-65869.5, a Development Agreement between the Applicant and the City of Los Angeles (anticipated to extend through 2040).

In addition to the entitlements identified above, approvals are also required from other City entities for the Project, including, but not limited to, approvals and permits from the City's Department of Building and Safety and Public Works (and other municipal agencies) for Project construction activities, such as demolition, haul route, excavation, shoring, grading, foundation, building and interior improvements, and the removal and replacement of trees on public and/or private property.

Attachment B

Environmental Checklist

The following discussion provides responses to each of the questions set forth in the City of Los Angeles Initial Study Checklist. The responses below indicate those issues that are expected to be addressed in an environmental impact report (EIR) and demonstrate why other issues would not result in potentially significant environmental impacts and thus do not need to be addressed further in the EIR. The questions with responses that indicate a "Potentially Significant Impact" do not presume that a significant environmental impact would result from the Project. Rather, such responses indicate those issues that will be addressed in the EIR with conclusions of impact reached as part of the analysis within the EIR.

I. Aesthetics

Senate Bill (SB) 743 [Public Resources Code (PRC) §21099(d)] sets forth new guidelines for evaluating project transportation impacts under CEQA, as follows: "Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area (TPA) shall not be considered significant impacts on the environment." PRC Section 21099 defines a "transit priority area" as an area within 0.5 mile of a major transit stop that is "existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." PRC Section 21064.3 defines "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." PRC Section 21099 defines an "employment center project" as "a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located within a transit priority area. PRC Section 21099 defines an "infill site" as a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses. This state law supersedes the aesthetic impact thresholds in the 2006 L.A. CEQA Thresholds Guide, including those established for aesthetics, obstruction of views, shading, and nighttime illumination.

The related City of Los Angeles Department of City Planning Zoning Information (ZI) File No. 2452 provides further instruction concerning the definition of transit priority projects and that "visual resources, aesthetic character, shade and shadow, light and glare, and

scenic vistas or any other aesthetic impact as defined in the City's CEQA Threshold Guide shall not be considered an impact for infill projects within TPAs pursuant to CEQA."[1]

PRC Section 21099 applies to the Project. Therefore, the Project is exempt from aesthetic impacts. The analysis in this initial study (or in the EIR, if any aesthetic impact discussion is included), is for **informational purposes only** and not for determining whether the Project will result in significant impacts to the environment. Any aesthetic impact analysis in this initial study (or the EIR) is included to discuss what aesthetic impacts would occur from the Project if PRC Section 21099(d) was not in effect. As such, nothing in the aesthetic impact discussion in this initial study (or the EIR) shall trigger the need for any CEQA findings, CEQA analysis, or CEQA mitigation measures.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 within a state 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?	☐	☐	☐	☒

Would the Project:

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

No Impact. The Project Site is located within the urbanized Hollywood Community Plan (Community Plan) Area within the City of Los Angeles (City). Visual resources of note in the surrounding vicinity include the Hollywood Sign approximately 2.2 miles to the north, which is a City-designated historic monument, the larger Hollywood Hills located to the northwest, and a number of historic buildings including the Capitol Records Tower and the Gogerty Building (Capitol Records Complex) on the Project Site, as well as the Pantages Theater, the Avalon theater, and the Art Deco Storefronts on Yucca Street.

[1] City of Los Angeles Department of City Planning, Zoning Information (ZI) File No. 2452, Transit Priority Areas (TPAs)/Exemptions to Aesthetics and Parking Within TPAs Pursuant to CEQA, 2016, https://files.alston.com/files/docs/ZI%202451-TPA-Aesthetics-and-Parking.pdf. Accessed July 9, 2018.

The Project would include the demolition of all existing uses on the Project Site except for the Capitol Records Complex, which would be preserved although portions of its supporting parking area, along with some existing parking not adjacent to the Capitol Records Complex, would be reconfigured and relocated to the East Site five-floor subterranean and grade-level parking garage. The Project would develop residential, commercial, possible hotel uses, and outdoor public uses, and would alter the visual conditions on the Project Site and could have an effect on scenic vistas from some locations in the vicinity of the Project Site. However, since the Project is a mixed-use residential and employment center project that would be located on an infill site within a Transit Priority Area (TPA), pursuant to SB 743 and ZI File No. 2452, the Project would result in no impact to scenic vistas. Therefore, the impact conclusion for aesthetics is no impact.

Notwithstanding the above and the exemption of the Project from aesthetic impacts under SB 743, the EIR will include a discussion of the Project's potential effects on scenic vistas for **informational purposes only**.

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 state scenic highway?

No Impact. The nearest designated state scenic highway is State Route 2 (SR 2), located approximately 10 miles northeast of the Project Site.[2] Although US Route 101 is considered an eligible scenic highway, the designation covers the segment of the highway running from Topanga Canyon Boulevard to the westerly City limit, which is more than 16 miles west of the Project Site. The portion of US Route 101 proximate to the Project Site is not part of this designated segment and is not a state designated scenic highway.[3] Accordingly, due to distance, intervening development, and topography, the Project Site is not located within the viewshed of a state scenic highway. As discussed in Checklist Question V.a below, the eastern portion of the Project Site contains the Capitol Records Complex, which is a historical resource and is also considered a scenic resource. In addition, the Vista Del Mar Avenue/Carlos Historic District is located approximately 0.10-mile east of the Project Site as well as other historic buildings including the Pantages Theater, the Avalon theater, and the Art Deco Storefronts on Yucca Street. Although the Project would not have direct impacts on the Capitol Records Complex or other historical resources, it could have indirect impacts on proximate historical resources due to visual change associated with the Project. However, pursuant to SB 743 and ZI File No. 2452,

[2] California Scenic Highway Mapping System, Los Angeles County, http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm. Accessed July 12, 2018.

[3] City of Los Angeles Department of City Planning, Mobility Plan 2035: An Element of the General Plan, 2016. Accessed March 8, 2018.

the Project would result in no impact to scenic resources. Therefore, the impact conclusion for aesthetics is no impact.

Notwithstanding the above and the exemption of the Project from aesthetic impacts under SB 743 and ZI File No. 2452, the EIR will include a discussion of the Project's potential effects on scenic resources under the City thresholds for **informational purposes only**.

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

No Impact. The visual character of the Project Site is currently defined by paved asphalt parking and commercial buildings, most notably the historic Capitol Records Complex, in a highly developed urban area. The Project vicinity includes a range of commercial uses, numerous entertainment venues, retail uses, restaurants, bars, hotels, and residential uses which contribute to the visual character of the area. The Vista Del Mar Avenue/Carlos Historic District is located in the Project vicinity, and contains a number of historic buildings (such as the Pantages Theater [Historic-Cultural Monument {HCM} No. 193], the Avalon Theater, and the Art Deco Storefronts on Yucca Street) that contribute to the visual character of the surrounding area.[4] The Project would demolish the existing structures and improvements on the Project Site except for the Capitol Records Complex, to support development of proposed residential, commercial, possible hotel uses, and outdoor public spaces. Thus, the Project would alter the visual character of the Project Site and its surroundings. However, pursuant to SB 743 and ZI File No. 2452, the Project would result in no impact to existing visual character or quality. Therefore, the impact conclusion for aesthetics is no impact.

Notwithstanding the above and the exemption of the Project from aesthetic impacts under SB 743 and ZI File No. 2452, the EIR will include a discussion of the Project's potential effects on visual character under the City thresholds for **informational purposes only**.

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

No Impact. The Project Site is located within an urbanized area, characterized by medium to high ambient nighttime artificial light levels. During nighttime hours, the surrounding mix of uses generate moderate to high levels of interior and exterior lighting for way-finding, security, parking, billboards, signage, architectural highlighting, and landscaping purposes. Traffic on local streets and US Route 101, located approximately 500 feet north of the Project Site, also contributes to overall ambient artificial light levels in the Project vicinity. The Project would introduce new sources of nighttime illumination for architectural highlighting, including on the West and East Building rooftops, parking,

[4] City of Los Angeles Office of Historic Resources, Designated Historic-Cultural Monuments, https://preservation.lacity.org/sites/default/files/HCMDatabase%23040118.pdf. Accessed July 9, 2018.

signage, safety and security purposes, which could increase existing light levels in the area and potentially effect light sensitive receptors. In addition, the Project would introduce new building surface materials to the Project Site with the potential to generate glare. However, pursuant to SB 743 and ZI File No. 2452, the Project would result in no impact due to light and glare effects. Therefore, the impact conclusion for aesthetics is no impact.

Notwithstanding the above and the exemption of the Project from aesthetic impacts under SB 743 and ZI File No. 2452, the EIR will include a discussion of the Project's potential effects on light and glare under the City thresholds **for informational purposes only**.

Shading impacts are influenced by the height and bulk of a structure, the time of year, the duration of shading during the day, and the sensitivity of the surrounding uses. A number of mid- to high-rise buildings are located within the Project vicinity. Thus, shading of off-site areas from these buildings currently occurs within the Project vicinity. As the Project would include one 35 story tower, one 46 story tower, and two 11 story residential buildings, additional shadows would be cast on surrounding land uses, potentially affecting nearby sensitive receptors, including low- and medium-density residential uses. However, pursuant to SB 743 and ZI File No. 2452, the Project would result in no impact due to shading. Therefore, the impact conclusion for aesthetics is no impact.

Notwithstanding the above and the exemption of the Project from aesthetic impacts under SB 743 and ZI File No. 2452, the EIR will include a discussion of the Project's potential shading effects under the City thresholds for informational purposes only.

II. Agricultural 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 Department 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.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
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 12220(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?	☐	☐	☐	☒

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. The Project Site is currently developed with commercial buildings and ancillary surface parking. No agricultural uses or related operations are present on the Project Site or in the surrounding urbanized area. Furthermore, the Project Site is not located on designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland

Mapping and Monitoring Program.[5] Since the Project would not convert farmland to non-agricultural uses, there would be no impacts, and no mitigation measures would be required. No further analysis of this topic in the EIR is required.

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

No Impact. The Project Site is designated as Regional Center Commercial in the Hollywood Community Plan with a corresponding zoning designation of (T)(Q) C2-2-SN and (T)(Q) C4-2D-SN as the underlying zone, which are commercial zones.[6,7] No agricultural zoning designations are present in the Project vicinity, and no nearby lands are enrolled under the Williamson Act.[8] The Project Site is located within an Urban Agriculture Incentive Zone, pursuant to Ordinance Nos. 185,022 and 185,023.[9] However, as the Project would not contain agricultural land uses as defined in Section 51040.3(c) of the California Government Code and would not, in its entirety, be available for agricultural use, the Urban Agriculture Incentive Zone program would not be applicable to the Project and Project Site.[10] As such, the Project would not conflict with existing zoning for agricultural uses or a Williamson Act contract, and there would be no impact. No mitigation measures would be required. No further analysis of this topic in the EIR is required.

c) Conflict with existing zoning 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))?

No Impact. As discussed in the response to Checklist Question II.b, the Project Site is zoned as (T)(Q) C2-2-SN and C4-2D-SN as the underlying zone, which are commercial

5 California Department of Conservation Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland Map, 2016, ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/los16.pdf. Accessed on February 7, 2018.

6 City of Los Angeles Department of City Planning, Hollywood Community Plan, General Plan Land Use Map, adopted 1998, amended 2014. Accessed February 8, 2018.

7 City of Los Angeles Department of City Planning, Zoning Information and Mapping Access System (ZIMAS), Parcel Profile Report [APN Search]: 5546-004-(006); 020; 021; 029; 032 and 5546-030-(028); 031; 032; 033; 034. Generated February 8, 2018.

8 California Department of Conservation, Division of Land Resource Protection, Land Conservation Act 2016 Statewide Map, 2016, ftp://ftp.consrv.ca.gov/pub/dlrp/wa/2016%20Statewide%20Map/WA_2016_11X17.pdf. Accessed February 7, 2018.

9 City of Los Angeles Department of City Planning, Zoning Information and Mapping Access System (ZIMAS), Parcel Profile Report [APN Search]: 5546-004-(006); 020; 021; 029; 032 and 5546-030-(028); 031; 032; 033; 034. Generated February 8, 2018.

10 City of Los Angeles, Urban Agriculture Incentive Zone Contract, August 9, 2017, https://planning.lacity.org/ordinances/docs/UrbanAgriculture/adopted/FAQ_8-9-17.pdf. Accessed July 31, 2018.

zones. The Project Site is currently developed with commercial buildings and ancillary surface parking surrounded by dense urban development. Furthermore, the larger Project vicinity is zoned primarily for commercial uses, with outlying zoning for residential uses, generally concentrated to the north beyond Hollywood Boulevard and to the east beyond Gower Street. No forest land or land zoned for timberland production is present on the Project Site or in the surrounding area. As such, the Project would not conflict with existing zoning for forest land or timberland, and there would be no impacts and no mitigation measures would be required. No further analysis of this topic in the EIR is required.

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

No Impact. As previously discussed, the Project Site consists of commercial buildings and ancillary surface parking in a highly developed urban area. No forest land exists in the Project vicinity. As such, the Project would not result in the loss of forest land or conversion of forest land to non-forest use. There would be no impacts and no mitigation measures would be required. No further analysis of this topic in the EIR is 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. As previously discussed, there are no agricultural uses or related operations on or near the Project Site. Therefore, the Project would not involve the conversion of farmland to other uses, either directly or indirectly. No impacts to agricultural land or uses would occur and no mitigation measures would be required. No further analysis of this topic in the EIR is required.

III. Air Quality

Where available, the significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐	☐
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☒	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment (ozone, PM_{10}, and $PM_{2.5}$**)** under an applicable federal or state ambient air quality standard?	☒	☐	☐	☐
d. Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
e. Create objectionable odors affecting a substantial number of people?	☒	☐	☐	☐

Would the Project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

Potentially Significant Impact. The Project Site is located within the 6,745-square-mile South Coast Air Basin (Basin).[11] The South Coast Air Quality Management District (SCAQMD) together with the Southern California Association of Government (SCAG) is responsible for formulating and implementing air pollution control strategies throughout the Basin. The current Air Quality Management Plan (AQMP), 2016 AQMP, was adopted March 3, 2017 and outlines the air pollutions control measures needed to meet Federal particular matter (PM2.5) and Ozone (O_3) standards.[12] The AQMP also propose policies and measures currently contemplated by responsible agencies to achieve Federal standards for healthful air quality in the Basin that are under SCAQMD jurisdiction. In addition, the current AQMP addresses several Federal planning requirements and incorporated updated emissions inventories, ambient measurements, meteorological data, and air quality modeling tools from earlier AQMPs.

The Project would increase the amount of operational air emissions which could affect implementation of the AQMP due to increased traffic and energy consumption, including potential increases in the amounts of gas and electricity needed to support the Project. Pollutant emissions resulting from construction of the Project would also have the potential to affect implementation of the AQMP. Therefore, this topic will be evaluated in the EIR to provide further analysis of potential impacts to implementation of the AQMP.

[11] South Coast Air Quality Management District, Southern California Air Basins, 1999, http://www.aqmd.gov/docs/default-source/default-document-library/map-of-jurisdiction.pdf. Accessed July 9, 2018.

[12] South Coast Air Quality Management District, Final 2016 Air Quality Management Plan, https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf?sfvrsn=15. Accessed July 9, 2018.

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

Potentially Significant Impact. The Project Site is located within the Basin, which is characterized by relatively poor air quality. According to the 2016 AQMP, the Basin is designated nonattainment for Federal and State ozone (O_3) standards, as well as the current particulate matter (PM) standards for PM with an aerodynamic diameter of 10 microns or 2.5 microns (PM10 and PM2.5, respectively). The Los Angeles County portion of the Basin is also designated a nonattainment area for the Federal lead (Pb) standard on the basis of source-specific monitoring at two locations, as determined by the U.S. Environmental Protection Agency (EPA) using 2007 through 2009 data. However, all other stations in the Basin, including the near-source monitoring in Los Angeles County, have remained below the lead National Ambient Air Quality Standards (NAAQS) for the 2012 through 2015 period. SCAQMD is therefore requesting that the EPA re-designate the Los Angeles County portion of the basin as attainment for lead.

The Project would result in increased air emissions associated with construction, including site grading and preparation, and the application of architectural coatings, and operations due to increased traffic and energy consumption, including potential increases in the amounts of gas and electricity needed to support the Project. Therefore, this topic will be evaluated in the EIR to provide further analysis of potential impacts associated with the Project's construction and operational air pollutant emissions.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment (ozone, PM10, and PM2.5) under an applicable federal or state ambient air quality standard?

Potentially Significant Impact. As discussed in the response to Checklist Question III.b above, the Project would result in increased air emissions from construction and operational traffic in the Basin, within an air quality management area currently in non-attainment of Federal and State air quality standards for O_3, PM10, and PM2.5. As such, implementation of the Project could potentially contribute to cumulatively significant air quality impacts, in combination with other existing and future emission sources in the Project area. Therefore, this topic will be evaluated in the EIR to provide further analysis of potential cumulative impacts associated with an increase in criteria pollutants.

d) Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. The Project Site is located in the Hollywood Community Plan Area in the City, which includes a high density concentrated mix of uses, including

residential and other sensitive uses, in the Project vicinity. Construction activities and operation of the Project could increase both short-term and long-term air emissions, respectively, above current levels. Therefore, this topic will be evaluated further in the EIR to provide analysis of potential impacts associated with the exposure of sensitive receptors to substantial pollutant concentrations.

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

Potentially Significant Impact. Odors are typically associated with industrial activities involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes. Odors are also associated with such uses as sewage treatment facilities and landfills. The Project includes a mixed-use development with residential, commercial, possible hotel uses, and outdoor public spaces that would not introduce any major odor-producing uses that would have the potential to affect a substantial number of people. Activities and materials associated with construction would be typical of construction projects of similar type and size. On-site trash receptacles would be covered and properly maintained in a manner that promotes odor control. Any odors that may be generated during construction of the Project would be localized and would not be sufficient to affect a substantial number of people or result in a nuisance as defined by SCAQMD Rule 402. Odors associated with Project operation would be limited to those typical activities associated with on-site waste generation and disposal (e.g., trash cans, dumpsters) and occasional minor odors generated during food preparation activities. Given the restaurant and outdoor activities provided on-site, there is a possibility for odors to be generated (such as those associated with food preparation), which could be objectionable to nearby sensitive receptors. Additionally, visible emissions regulated by SCAQMD Rules 401, 402, and 403 will be discussed in the EIR. Therefore, this topic will be analyzed in the EIR to provide further analysis of any odor-related impacts to sensitive receptors.

IV. Biological Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California 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 a tree preservation policy or ordinance?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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 regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Less than Significant Impact. The Project Site is located in the urbanized Hollywood Community Plan Area in the City of Los Angeles. The Project Site is currently developed with commercial buildings and ancillary surface parking. Due to the urbanized nature of the Project Site and surrounding area, the Project Site does not support habitat for candidate, sensitive, or special status species, beyond potential tree habitat for nesting birds. The Project Site is not located adjacent to a City-designated Biological Resource

Area.[13] The potential exists for migratory bird species protected under the Migratory Bird Treaty Act (MBTA) to be nesting in the trees that would be removed during Project construction. The Project would comply with the MBTA to avoid disturbance of nesting birds and to protect nesting birds if they are present on-site during construction. Additionally, based on California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database (CNDDB), the *Eumops perotis californicus* (western mastiff bat) is the only species in the Hollywood quadrant that would have a potential of being in the Project vicinity.[14] However, as the Project Site is fully developed and regularly maintained, there is no proper habitat available on the Project Site to allow for bats to roost. Therefore, it is unlikely that the western mastiff bat would be present on the Project Site. Therefore, impacts to candidate, sensitive, or special status species would be less than significant. No further analysis of this topic in the EIR is required.

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

No Impact. As discussed in the response to Checklist Question IV.a above, the Project Site is fully developed with commercial buildings and ancillary surface parking. The Project Site does not contain any riparian habitat associated with rivers as the Los Angeles River is located three miles north of the Project Site. Additionally, as stated above under Checklist Question IV.A above, the CDFW CNDDB does not include sensitive natural communities on the Project Site and in the Project vicinity. As the Project Site is built out, the Project Site would not contain sensitive natural communities as indicated in the City or regional plans or in regulations by the CDFW or U.S. Fish and Wildlife Service (USFWS) due to the developed nature of the Project Site and its surroundings. Furthermore, the Project Site is not located in or adjacent to a Significant Ecological Area (SEA) as defined by the City.[15] Therefore, the Project would not have an adverse effect on any riparian habitat or other sensitive natural community and no mitigation measures would be required. No further analysis of this topic in then EIR is required.

[13] City of Los Angeles Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, January 19, 1995, page 2.18-4, http://cityplanning.lacity.org/HousingInitiatives/HousingElement/FrameworkEIR/GPF_DraftEIR/GPF_FEIR_DEIR2.18.pdf. Accessed on July 12, 2018.

[14] California Department of Fish and Wildlife, BIOS, California Natural Diversity Database, List CNDDB Species for a Quad – Hollywood, https://map.dfg.ca.gov/bios/?tool=cnddbQuick. Accessed July 12, 2018.

[15] City of Los Angeles Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, page 2.18-13.

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. As previously discussed, the Project Site is located within an urban area and currently contains commercial buildings and ancillary surface parking. The Project Site does not contain wetlands as defined by Section 404 of the Clean Water Act.[16] Therefore, the Project would not have an adverse effect on federally protected wetlands and no mitigation measures would be required. No further analysis of this topic in the EIR is 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?

Less Than Significant. As stated in response to Checklist Question IV.a above, the Project Site is fully developed with commercial buildings and ancillary surface parking. As an urbanized area, there are no established native resident or migratory wildlife corridors on the Project Site or in the vicinity. No water bodies that could serve as habitat for fish exist on the Project Site or in the vicinity.

At present, the Project Site contains 49 trees, 14 of which are considered "significant" trees, and 19 of which are City of Los Angeles rights-of-way trees. None of the 49 trees are considered "protected" by the City of Los Angeles Tree Preservation Ordinance No. 177,404.[17] The potential exists for protected bird species to be nesting in the street trees during Project construction. Through compliance with the MBTA, impacts to potentially nesting bird species would be less than significant and no further analysis of this topic in the EIR is required.

[16] United States Environmental Protection Agency, Section 404 of the Clean Water Act: How Wetlands are Defined and Identified, https://www.epa.gov/cwa-404/section-404-clean-water-act-how-wetlands-are-defined-and-identified.

[17] Carlberg Associates, Hollywood Center Project – 1749, 1755, 1777 Vine Street, 1754 Ivar Avenue, 1734 Argyle Avenue, and 6334 Yucca Street, Los Angeles, CA 90028 Tree Report, 2018.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. As stated in the response to Checklist Question IV.a above, the Project Site is developed with commercial buildings and ancillary surface parking. At present, the Project Site contains 49 trees, 14 of which are considered "significant" trees, and 19 of which are City of Los Angeles rights-of-way trees, i.e., Street Trees. "Significant" trees are defined as any tree with a trunk diameter of eight inches or larger, but do not have protection under the City's Tree Preservation Ordinance (Ordinance No. 177,404). "Protected" trees, per the City's Tree Preservation Ordinance, include the following trees that measure four inches or more in diameter: coast live oak, western Sycamore, Southern California black walnut, or California bay laurel.[18] Under a proposed ordinance to amend the Tree Preservation Ordinance, "Protected" trees would be expanded to include the Mexican Elderberry and Toyon shrubs.[19] Existing tree species on the Project Site include the Chinese flame, common fig, date palm, Mexican fan palm, paperbark, queen palm, tipu, flowering pear, jacaranda, and pistache. Trees planted throughout the Project Site-adjacent right-of-ways are not considered protected resources. As such, none of the 49 trees are considered "protected" by the City's Protected Tree Ordinance.[20]. Thus, the Project would not disturb any protected trees as defined by the Los Angeles Municipal Code (LAMC) Section 17.02 (Definitions) and impacts to trees would be less than significant.

In accordance with LAMC Section 12.21.G.2, Open Space Requirement for Six or More Residential Units, the Project would be planting one 24-inch box tree for every four dwelling units, ultimately filling in existing street trees with similar species and planting trees within the Project Site's open space areas, including the paseo. Project landscaping would comply with all requirements of the LAMC and the City's Urban Forestry Division's requirements, which currently requires street tree replacement on a 2:1 basis and approval by the Board of Public Works. Therefore, the Project would not conflict with local policies or ordinances protecting biological resources such as a tree preservation policy or ordinance. No impacts would occur and no mitigation measures are required. No further analysis of this topic in the EIR is required.

18 Carlberg Associates, Hollywood Center Project.

19 City of Los Angeles Department of City Planning, Recommendation Report, Case No. CPC-2016-4520-CA, https://planning.lacity.org/ordinances/docs/ProtectedTree/files/Staff%20Report%20Combined%20PDF-%20Final.pdf. Accessed July 12, 2018.

20 Carlberg Associates, Hollywood Center Project.

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. As discussed in the response to Checklist Question IV.a above, the Project Site is located within a developed, urbanized area and does not provide habitat for any sensitive biological resources. The City's Conservation Element of the General Plan primarily addresses the conservation of natural open space within the City.[21] As the Project Site does not currently provide natural open space, the Project would not conflict with the Conservation Element. The Project Site is not located within a habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan.[22] Similar to the City's Conservation Element, the above listed plans primarily address natural open space. Therefore, the Project would not conflict with the provisions of any adopted conservation plan. Therefore, no impacts would occur and no mitigation measures would be required. No further analysis of this topic in the EIR is required.

V. Cultural Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in State CEQA Guidelines §15064.5?	☒	☐	☐	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA Guidelines §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?	☒	☐	☐	☐

[21] City of Los Angeles Department of City Planning, Conservation Element of the City of Los Angeles General Plan, 2001, page I-1, https://planning.lacity.org/cwd/gnlpln/consvelt.pdf. Accessed July 12, 2018.

[22] California Department of Fish and Wildlife, Habitat Conservation Planning, Natural Community Conservation Planning, Summary of Natural Community Conservation Plans (NCCPs), California Regional Conservation Plans Map, 2017, https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline. Accessed February 7, 2018.

Would the Project:

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

Potentially Significant Impact. A historical resource is defined in Section 15064.5of the State CEQA Guidelines 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 (Public Resources Code Section 5024.1, Title 14 CCR, Section 4850 et seq.).

(2) A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements of Section 5024.1(g) of the Public Resources Code.

(3) Any object, building, structure, site, area, place, record, or manuscript determined to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Generally, resources are considered historically significant if the resources are associated with significant events, important persons, or distinctive characteristics of a type, period or method of construction; representing the work of an important creative individual; or possessing high artistic values. Resources listed in or determined eligible for the California Register, included in a local register, or identified as significant in a historic resource survey are also considered historical resources under CEQA.

The eastern portion of the Project Site contains the Capitol Records Building and the Gogerty Building, both of which are considered historical resources under CEQA. Additionally, the surrounding area (outside of the boundaries of the Project Site) contains the Vista Del Mar Avenue/Carlos Historic District, a district eligible for the National and California Registers, which is approximately 0.10-mile east of the eastern boundary of the Project Site. Other historic buildings in the vicinity include the Pantages Theater (HCM No. 193), the Avalon theater, and the Art Deco Storefronts on Yucca Street. While no direct impacts to historic resources are anticipated, implementation of the Project could potentially result in indirect impacts to the historic buildings on the Project Site or to other historical resources in the surrounding area. Such indirect impacts could include the potential for obstruction of views of the historical buildings from public vantage points, potential for new construction to indirectly affect the significance of historical resources, and/or impacts associated with construction-related vibration effects on historical buildings. Therefore, this topic will be further analyzed in the EIR to determine potential impacts associated with historical resources.

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

Potentially Significant Impact. Section 15064.5(a)(3)(D) of the State CEQA Guidelines generally defines archaeological resources as any resource that "has yielded, or may be likely to yield, information important in prehistory or history." Archaeological resources are features, such as tools, utensils, carvings, fabric, building foundations, etc., that document evidence of past human endeavors and that may be historically or culturally important to a significant earlier community. The Project Site is currently developed with commercial buildings and ancillary surface parking. However, because of the age of some of the on-site improvements, and the potential that grading or excavation at the time of prior construction was limited, the potential for the existence of archaeological resources is unknown. Project construction would require grading and excavation activities down to a maximum depth of 76 feet below existing grade for building foundations and five levels of subterranean parking that would extend into native soils and could disturb existing but as yet undiscovered archaeological resources. Therefore, this topic will be analyzed further in the EIR to determine potential impacts associated with archaeological resources.

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

Potentially Significant Impact. The Project Site is developed with commercial buildings and ancillary surface parking. Although, the Project would not directly or indirectly destroy a unique geologic feature, it would require grading and excavation for building foundations and subterranean parking that could extend into native soils and bedrock potentially containing paleontological resources. Therefore, this topic will be analyzed further in the EIR to determine potential impacts associated with paleontological resources.

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

Potentially Significant Impact. As previously indicated, the Project Site is developed with commercial buildings and ancillary surface parking. Nevertheless, the Project Site would require excavation that would extend into native soils, with the potential to encounter previously unknown human remains. A number of regulatory provisions address the handling of human remains inadvertently uncovered during excavation activities. These include State Health and Safety Code Section 7050.5, Public Resources Code (PRC) Section 5097.98, and State CEQA Guidelines Section 15064.5(e). Pursuant to these codes, in the event of the discovery of unrecorded human remains during construction, excavations shall be halted and the County Coroner shall be notified. If the human remains are determined to be Native American, the California Native American Heritage Commission (NAHC) would be notified within 24-hours and the guidelines of the

NAHC would be adhered to in the treatment and disposition of the remains. Compliance with these regulatory protocols would reduce impacts to a less than significant level; however, since the contents of undisturbed native soils is unknown at this time, this topic will be analyzed further in the EIR to determine potential impacts associated with human remains.

VI. Geology and Soils

In 2015, the California Supreme Court in CBIA v. BAAQMD, held that CEQA generally does not require a lead agency to consider the impacts of the existing environment on the future residents or users of the project. The revised thresholds are intended to comply with this decision. Specifically, the decision held that an impact from the existing environment to the project, including future users and/or residents, is not an impact for purposes of CEQA. However, if the project, including future users and residents, exacerbates existing conditions that already exist, that impact must be assessed, including how it might affect future users and/or residents of the project.

In accordance with Appendix G of the State CEQA Guidelines and the CBIA v. BAAQMD decision, the project would have a significant impact related to geology and soils if it results in any of the following impacts to future residents or users.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 caused in whole or in part by the project's exacerbation of the existing environmental conditions? Refer to Division of Mines and Geology Special Publication 42.	☒	☐	☐	☐
ii. Strong seismic ground shaking caused in whole or in part by the project's exacerbation of the existing environmental conditions?	☒	☐	☐	☐
iii. Seismic-related ground failure, including liquefaction caused in whole or in part by the project's exacerbation of the existing environmental conditions?	☒	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
iv. Landslides caused in whole or in part by the project's exacerbation of the existing environmental conditions?	☐	☐	☐	☒
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 potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse caused in whole or in part by the project's exacerbation of the existing environmental conditions?	☒	☐	☐	☐
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 caused in whole or in part by the project's exacerbation of the existing environmental conditions.?	☒	☐	☐	☐
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?	☐	☐	☐	☒

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, caused in whole or in part by the project's exacerbation of the existing environmental conditions. Refer to Division of Mines and Geology Special Publication 42.

Potentially Significant Impact. The seismically active region of Southern California is crossed by numerous faults that are both active and inactive. Fault rupture is the displacement that occurs along the sides of a fault during an earthquake. Based on criteria established by the California Geological Survey (CGS), faults can be classified as active

if they have shown evidence of movement within the past 11,700 years (i.e., during the Holocene Epoch). The criteria for defining an active fault is based on standards developed by the CGS for the Alquist-Priolo Earthquake Fault Zoning Program.[23] Faults that have not moved in the last 11,700 years are not considered active.

The Alquist-Priolo Earthquake Fault Zoning (AP) Act was passed into law following the destructive February 9, 1971 San Fernando earthquake, which was associated with extensive surface fault ruptures that damaged numerous homes, commercial buildings, and other structures. The AP Act provides a mechanism for reducing losses from surface fault rupture on a statewide basis. The intent of the AP Act is to ensure public safety by prohibiting the siting of structures for human occupancy (with the exception of some structures as defined in the PRC, Division 2, Chapter 7.5) across traces of active faults that constitute a potential hazard to structures from surface faulting. The AP Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The law requires the State Geologist (CGS) to establish regulatory zones (known as Earthquake Fault Zones) around the surface traces of active faults and to issue appropriate maps. The CGS has established Earthquake Fault Zones to assist cities and counties in planning, zoning, and building regulation functions for faults that can have surface rupture. These zones identify areas where potential surface rupture along an active fault could prove hazardous and identify where special studies are required to characterize hazards to habitable structures. The Project Site is located within an Earthquake Fault Zone (Hollywood Quadrangle, November 6, 2014).

The City's General Plan Safety Element (1996), while no longer the most current guide to identifying fault locations, has designated Fault Rupture Areas. Based on a review of the City's General Plan Safety Element, the Project Site appears, for conservative purposes, to be located within a City designated Fault Rupture Study Area. While the Safety Element did not include the Project Site in an Earthquake Fault Zone, the November 6, 2014 Hollywood Quadrangle map identifies the Project Site within a dedicated Earthquake Fault Zone, and the City has therefore mandated additional seismic testing within this zone. Since the Project Site is located within the seismically active Southern California region and is within an Earthquake Fault Zone, the Project could expose people or structures to substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault. In order to adequately address these conditions, this topic will be analyzed further in the EIR to determine potential impacts associated with rupture of a known earthquake fault. A site-specific geotechnical evaluation is being prepared for the Project Site which will fully assess the potential for seismic-related impacts, including those from fault-rupture, caused by the Project or the Project's exacerbation of the existing environmental conditions and will be included in the EIR.

23 Bryant, W.A., and Hart, E.W., Fault-Rupture Hazard Zones in California – Alquist-Priolo Earthquake Fault Zoning Act with Index to Earthquake Fault Zones Maps: California Geological Survey Special Publication 42, page 42, 2017.

(ii) Strong seismic ground shaking caused in whole or in part by the project's exacerbation of the existing environmental conditions?

Potentially Significant Impact. The Project Site is located within the seismically active Southern California region. Thus, the Project Site would be subject to shaking during earthquake events. The level of ground shaking that would be experienced at the Project Site from active or potentially active faults in the region would be a function of several factors including earthquake magnitude, type of faulting, rupture propagation path, distance from the epicenter, earthquake depth, duration of shaking, site topography, and site geology. Active faults that could produce shaking at the Project Site include the Hollywood Fault, Whittier-Elsinore Fault, San Jacinto Fault, San Andreas Fault and numerous other smaller faults found throughout the region.

As with any new development in the State of California, Project building design and construction would be required to conform to the current seismic design provisions of the City's Building Code, which incorporates relevant provision of the 2016 California Building Code (CBC), which became effective on January 1, 2017). The 2016 CBC, as amended by the City's Building Code, incorporates the latest seismic design standards for structural loads and materials to provide for the latest in earthquake safety. Additionally, the building will be a performance-based design for tall buildings that will be designed to withstand a maximum credible event, which is the equivalency of an earthquake that could occur once every 2,500 years and exceeds the magnitude of the Northridge earthquake, for example, which was a magnitude 6.7. The design will also undergo rigorous peer review to ensure highest safety standards are met.[24] Nonetheless, this topic will be analyzed further in the EIR. A site specific geotechnical evaluation is being prepared for the Project Site which will fully assess the potential for seismic-related impacts, including those from ground shaking, caused by the Project or the Project's exacerbation of the existing environmental conditions and will be included in the EIR.

(iii) Seismic-related ground failure, including liquefaction, caused in whole or in part by the project's exacerbation of the existing environmental conditions?

Potentially Significant Impact. Liquefaction is a seismic phenomenon in which loose, saturated, granular soils behave similarly to a fluid when subject to high-intensity ground shaking. Liquefaction occurs when the shock waves from an earthquake of sufficient magnitude and duration compact and decrease the volume of the soil; if drainage cannot occur, this reduction in soil volume will increase the pressure exerted on the water contained in the soil, forcing it upward to the ground surface. This process can transform stable soil material into a fluid-like state. This fluid-like state can result in horizontal and vertical movements of soils and building foundations from lateral spreading of liquefied

[24] Rigorous peer review would include comprehensive technical review of the design simulations. The review would include a "blue ribbon panel", which would contain private sector competitors, an academic geologist, and a seismologist.

materials and post-earthquake settlement of liquefied materials. Liquefaction occurs when three general conditions exist: 1) shallow groundwater; 2) low density non-cohesive (granular) soils; and 3) high-intensity ground motion.

According to the City's General Plan Safety Element, the Project Site is not located in a City-designated liquefaction zone.[25] In addition, the Project Site is not located in a liquefaction zone on the State's Earthquake Zones of Required Investigation.[26] However, with the Project Site being located in an area of potentially high seismic activity, liquefaction will be analyzed further in the EIR. A site specific geotechnical evaluation is being prepared for the Project Site which will fully assess the potential for seismic-related ground failure, including liquefaction, caused by the Project or the Project's exacerbation of the existing environmental conditions and will be included in the EIR.

(iv) Landslides caused in whole or in part by the project's exacerbation of the existing environmental conditions?

No Impact. The Project Site is not located within a City-designated Hillside Grading Area, is not subject to the City's Hillside Ordinance, and is not located in a City-designated Landslide area. [27,28] The East and West Sites slope from northeast to southwest with elevations ranging from about 404 feet elevation to 383 feet elevation (i.e., a grade change of approximately 21 feet). Furthermore, the Project Site is located in an urbanized area on relatively flat terrain and is not located in proximity to any mountains or steep slopes. As such, there is no potential for landslides to occur on or near the Project Site. No further analysis of this topic in the EIR is required.

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

Potentially Significant Impact. During construction, the Project Site would be subject to ground-disturbing activities (e.g., excavation, grading, soil stockpiling, foundation construction, the installation of utilities). These activities would expose soils for a limited time, allowing for possible erosion. In addition, the post-construction change in on-site drainage patterns resulting from the Project could also result in limited soil erosion. Thus, this topic will be evaluated in the EIR to provide further analysis of the potential for soil erosion resulting from Project construction and operation.

[25] City of Los Angeles Department of City Planning, City of Los Angeles General Plan Safety Element, 1996, page 49, http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf. Accessed February 7, 2018.
[26] California Geological Survey, Earthquake Zones of Required Investigation, 1750 N. Vine Street, 2018, https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed April 2, 2018.
[27] California Geological Survey, Earthquake Zones of Required Investigation.
[28] California Geological Survey, Earthquake Zones of Required Investigation.

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 caused in whole or in part by the project's exacerbation of the existing environmental conditions?

Potentially Significant Impact. As previously discussed in response to Checklist Question VI.a.iii, impacts associated with liquefaction were concluded to be potentially significant. Furthermore, as discussed in response to Checklist Question VI.a.iv, there would be no impacts associated with landslides as a result of Project implementation. Subsidence occurs when a void is located or created underneath a surface, causing the surface to collapse. Common causes of subsidence include withdrawal of groundwater or oil resources or wells beneath a surface. As no oil wells are located on or near the Project Site, subsidence associated with extraction activities is not anticipated.[29] Nevertheless, the Project Site is subject to potentially high seismic activity. Therefore, this topic will be evaluated in the EIR to provide further analysis of potential impacts related to soil stability hazards. A site-specific geotechnical evaluation is being prepared for the Project Site which will fully assess the potential for seismic-related impacts, including those from unstable soils, caused by the Project or the Project's exacerbation of the existing environmental conditions and will be included in the EIR.

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 caused in whole or in part by the project's exacerbation of the existing environmental conditions?

Potentially Significant Impact. Expansive soils are typically associated with fine-grained clayey soils that have the potential to shrink and swell with repeated cycles of wetting and drying. A site-specific geotechnical evaluation is being prepared for the Project Site which will fully assess the potential for expansive soils. This topic will be analyzed further in the EIR, and the site-specific geotechnical evaluation will be included in the EIR.

[29] City of Los Angeles Department of City Planning, Zoning Information and Mapping Access System (ZIMAS), Parcel Profile Report [APN Search]: 5546-004-(006); 020; 021; 029; 032 and 5546-030-(028); 031; 032; 033; 034. Generated February 8, 2018.

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. The Project Site is located in an urbanized area where wastewater infrastructure is currently in place. The Project would connect to existing infrastructure and would not use septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur and no mitigation measures would be required. No further analysis of this topic in the EIR is required.

VII. Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☒	☐	☐	☐

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 of the Project would increase greenhouse gas (GHG) emissions that have the potential to either individually or cumulatively result in a significant impact on the environment. In addition, the Project would generate vehicle trips that would contribute to the emission of GHGs. The Project would achieve Leadership in Energy and Environmental Design (LEED) Gold certification or the equivalent, maximize transit friendly features and be 'Net-Zero' in carbon/GHG emissions. However, the amount of GHG emissions associated with the Project have not been estimated at this time. Therefore, this topic will be evaluated in the EIR to provide further analysis of potential impacts associated with the generation of GHG emissions.

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

Potentially Significant Impact. The Project would be required to comply with the City's Green Building Code pursuant to Chapter IX, Article 9, of the LAMC. In conformance with these requirements, the Project would be designed to reduce GHG emissions through various energy conservation measures. In addition, the Project is required to implement applicable energy conservation measures to reduce GHG emissions such as those described in California Air Resources Board Assembly Bill (AB) 32 Scoping Plan, which describes the approaches California will take to achieve the goal of reducing GHG emissions to 1990 levels by 2020. The Project would incorporate sustainable elements of design during construction and operation in an effort to meet LEED Gold standards or the equivalent. However, the amount of GHG emissions associated with the Project have not been estimated at this time. Therefore, further evaluation in the EIR will be included to determine if the Project would achieve consistency with applicable plans, policies or regulations adopted for the purpose of reducing GHG emissions.

VIII. Hazards and Hazardous Materials

In 2015, the California Supreme Court in CBIA v. BAAQMD, held that CEQA generally does not require a lead agency to consider the impacts of the existing environment on the future residents or users of the project. The revised thresholds are intended to comply with this decision. Specifically, the decision held that an impact from the existing environment to the project, including future users and/or residents, is not an impact for purposes of CEQA. However, if the project, including future users and residents, exacerbates existing conditions that already exist, that impact must be assessed, including how it might affect future users and/or residents of the project. For example, if construction of the project on a hazardous waste site will cause the potential dispersion of hazardous waste in the environment, the EIR should assess the impacts of that dispersion to the environment, including to the project's residents.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☒	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 caused in whole or in part by the project's exacerbation of the existing environmental conditions?	☒	☐	☐	☐
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 have the potential to exacerbate current environmental conditions so as to 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 have the potential to exacerbate current environmental conditions so as to result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
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 caused in whole or in part by the project's exacerbation of the existing environmental conditions?	☒	☐	☐	☐

Would the Project:

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

Potentially Significant Impact. Construction of the Project would involve the temporary use of hazardous substances in the form of paint, adhesives, surface coatings and other finishing materials, and cleaning agents, fuels, and oils. A Phase I Environmental Site Assessment (ESA) will be prepared for the Project Site that will consider the potential presence of lead-based paints (LBP), asbestos containing materials (ACMs), and other hazardous materials within the Project Site. If LBPs and/or ACMs are encountered during construction, remediation or abatement of these materials would be required in accordance with all applicable regulations and standards before building demolition commences. An evaluation for this topic will be included in the EIR based on the results of a Phase I ESA.

Operation of the Project would involve the use and storage of small quantities of potentially hazardous materials in the form of cleaning solvents, painting supplies, and pesticides for landscaping. The use of these materials would be in small quantities and in accordance with the manufacturers' instructions for use, storage, and disposal of such products. As with construction, any emissions from the use of such materials regarding the operation of the Project would be minimal and localized to the Project Site. However, since the Project would require the transport, use, and disposal of hazardous materials, including LBP and ACMs, the potential for the presence of hazardous environmental conditions on the Project Site will be analyzed further in the EIR.

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?

Potentially Significant Impact. As discussed above, buildings demolished on-site may contain hazardous materials, including LBP and ACMs, which would require remediation and abatement. Further, while the use of any hazardous materials during Project construction and operation would occur in accordance with applicable regulations, and would not be expected to include large quantities of hazardous materials, there is nevertheless the potential for the accidental release of any such materials. Accordingly, this topic will be analyzed further in the EIR to determine potential impacts related to the release of hazardous materials due to foreseeable upset and accident conditions.

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

Potentially Significant Impact. The nearest kindergarten through 6th grade school to the Project Site is Los Angeles Unified School District's (LAUSD) Cheremoya Avenue Elementary School, located north of US Route 101 approximately 0.5 mile northwest of the Project Site. LAUSD's Selma Avenue Elementary School is located approximately 0.6 mile southwest of the Project Site. AMDA (college-level private school) is located immediately to the north of the Project Site. Because Project construction could potentially include hazardous emissions and/or the handling of hazardous materials, substances, or waste within one-quarter mile of this and potentially other schools, this topic will be analyzed further in the EIR.

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 create a significant hazard to the public or the environment caused in whole or in part from the project's exacerbation of existing environmental conditions?

Potentially Significant Impact. Government Code Section 65962.5, amended in 1992, requires the California Environmental Protection Agency (CalEPA) to develop and update annually the Cortese List, which is a list of hazardous waste sites and other contaminated sites. A Phase I ESA will be prepared to disclose and consider potential impacts related to hazardous materials sites. As such, this topic will be evaluated in the EIR to provide further analysis of potential impacts related to hazardous materials sites. The Phase I ESA will be included in the 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. The Project Site is not within an airport land use plan and it is not within two miles of a public airport or public use airport.[30] The nearest airport is the Hollywood

[30] Los Angeles County Airport Land Use Commission, Burbank/Glendale/Pasadena Airport, Airport Influence Area, 2003, http://planning.lacounty.gov/assets/upl/project/aluc_airport-burbank.pdf. Accessed February 20, 2018.

Burbank Airport (formerly known as the Burbank Bob Hope Airport) located approximately 6.5 miles north of the Project Site. Therefore, the Project would not result in an airport-related safety hazard for people residing or working in the Project vicinity. No impact would occur and no mitigation measures would be required. No further analysis of this topic in the EIR is 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. There are no private airstrips in the vicinity of the Project Site and the Project Site is not located in a City-designated Airport Hazard Zone.[31] As stated above, the Project Site is not within an airport land use plan and is not within two miles of a public airport or public use airport. The nearest private airport or airstrip is the Goodyear Blimp Base Airport in the City of Carson, approximately 17.4 miles south of the Project Site. Therefore, the Project would not result in an airport-related safety hazard for people residing or working in the Project vicinity and no mitigation measures would be required. No further analysis of this topic in the EIR is required.

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

Potentially Significant Impact. The Project Site is located in an established urban area that is well served by the surrounding roadway network. No City-designated Selected Disaster Routes border the Project Site; the closest designated routes are Highland Avenue located approximately 0.70-mile to the west and Santa Monica Boulevard located approximately 0.90-mile to the south.[32] While it is expected that the majority of construction activities for the Project would be confined on-site, there is a potential that short-term construction activities may temporarily affect access on portions of adjacent streets during certain periods of the day.

In addition, operation of the Project would generate traffic in the Project vicinity and would result in some modifications to access (i.e., new curb cuts for Project driveways) from the streets that surround the Project Site. However, the Project would be required to provide adequate emergency access and to comply with Los Angeles Fire Department (LAFD) access requirements.

Based on the above, construction of the Project has the potential to impact public access or travel on public rights-of-way as well as interfere with emergency response and

[31] City of Los Angeles Department of City Planning, Zoning Information and Mapping Access System (ZIMAS), Parcel Profile Report [APN Search]: 5546-004-(006); 020; 021; 029; 032 and 5546-030-(028); 031; 032; 033; 034. Generated February 8, 2018.

[32] City of Los Angeles Department of City Planning, City of Los Angeles General Plan Safety Element, page 61.

emergency evacuation plans. Impacts to emergency response plans will be further evaluated in the EIR.

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 caused in whole or in part from the project's exacerbation of existing environmental conditions?

Potentially Significant Impact. The Project Site is located in a urbanized area. No wildlands are present on the Project Site or surrounding area. Furthermore, the Project Site is not within a City-designated wildfire hazard area, or within the California Department of Forestry and Fire Protection's (CalFire) Fire Hazard Severity Zone.[33,34] Nevertheless, this topic will be evaluated in the EIR to further analyze the potential to expose people or structures to wildland fires.

IX. Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a. Violate any water quality standards or waste discharge requirements?	☒	☐	☐	☐
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 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?	☒	☐	☐	☐

[33] City of Los Angeles Department of City Planning, City of Los Angeles General Plan Safety Element, page 53.

[34] City of Los Angeles Department of City Planning, Zoning Information and Mapping Access System (ZIMAS), Parcel Profile Report [APN Search]: 5546-004-(006); 020; 021; 029; 032 and 5546-030-(028); 031; 032; 033; 034. Generated February 8, 2018.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 hazard area 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 hazard area 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?	☒	☐	☐	☐

Would the Project:

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

Potentially Significant Impact. The Project Site is currently developed with commercial buildings and ancillary surface parking. Construction of the Project would require earthwork activities, including grading and excavation of the Project Site. During precipitation events in particular, construction activities associated with the Project have the potential to result in the conveyance of soils due to soil erosion during grading and soil stockpiling and subsequent siltation, as well as other pollutants into municipal storm drains. Construction dewatering may also be necessary due to the Project's excavation for the proposed five levels of subterranean parking. While the Project would be required to implement design features in accordance with regulatory mechanisms, water quality impacts will be analyzed further in the EIR to disclose the potential impacts related to water quality standards and waste discharge requirements.

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)?

Potentially Significant Impact. The Los Angeles Department of Water and Power (LADWP) is the water purveyor for the City. Water is supplied to the City from three primary sources, including the Metropolitan Water District's Colorado River and Feather River supplies (57 percent, Bay Delta 48 percent, Colorado River 8 percent), snowmelt from the Eastern Sierra Nevada Mountains via the Los Angeles Aqueduct (29 percent), local groundwater from the San Fernando groundwater basin (12 percent), as well as recycled water (2 percent).[35] Based on the City's most current Urban Water Management Plan (UWMP), in 2014 and 2015, LADWP had an available water supply of roughly 611,800 acre-feet, with approximately 18 percent coming from local groundwater.[36] Groundwater levels in the City are actively maintained via spreading grounds and recharge. The Project does not propose groundwater withdrawal. There are no wells located in the Project vicinity.[37] The nearest well is located approximately one mile south of the Project Site. The Project Site is completely developed with impervious surfaces, so the development of new impervious surfaces – along with additional pervious surfaces provided with the proposed Project's landscaping components – would not be expected to reduce groundwater recharge at the Project Site. However, there is a potential for dewatering during construction, and while any such dewatering would be limited in duration, additional analysis is required to determine whether dewatering would have a potential to withdraw groundwater from the water table. Therefore, the EIR will provide additional analysis to assess the Project's potential to result in hydrology and water quality impacts, including those that may be associated with the need for dewatering at the Project Site.

[35] Los Angeles Department of Water and Power (LADWP), Facts and Figures, 2013, https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-factandfigures?adf.ctrl-state=j77lkjtqw_4&_afrLoop=357285129360562. Accessed February 8, 2018.

[36] Los Angeles Department of Water and Power, 2015 Urban Water Management Plan, Exhibit ES-S – Service Area Reliability Assessment for Average Weather Year, 2016, https://www.ladwp.com/cs/idcplg?IdcService=GET_FILE&dDocName=QOELLADWP005416&RevisionSelectionMethod=LatestReleased. Accessed February 8, 2018.

[37] Los Angeles County Department of Public Works, Groundwater Wells, http://dpw.lacounty.gov/general/wells/. Accessed July 17, 2018.

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?

Potentially Significant Impact. The Project Site is developed with commercial buildings and ancillary surface parking. No streams are located within the Project Site or surrounding area. The Project would involve the demolition of existing features, construction of new buildings, and installation of new landscaping, which would have the potential to alter the existing drainage patterns on the Project Site. A hydrology analysis is being prepared to evaluate the potential for change in drainage patterns with Project implementation. The analysis will determine the Project's consistency with applicable drainage requirements in the City's Standard Urban Stormwater Mitigation Plan (SUSMP), Low Impact Development (LID) Ordinance and Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494). This topic will be analyzed in the EIR to determine potential impacts associated with alteration of the existing drainage pattern in a manner which would result in erosion or siltation. The hydrology analysis and potential for impacts will be included in the EIR.

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?

Potentially Significant Impact. While the Project would not alter the course of a stream or river, construction activities could potentially alter drainage patterns and the rate and amount of surface runoff from the Project Site. Construction could redirect runoff in a manner that could cause flooding or sheet flows adjacent to the Project Site. As discussed above, a hydrology analysis is being prepared evaluate the change in drainage patterns that would occur with Project implementation. This topic, including the results of the hydrology analysis, will be analyzed in the EIR to provide further analysis of potential impacts associated with the altering drainage pattern of the Project Site in a manner which would result in flooding.

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?

Potentially Significant Impact. As discussed above under response to Checklist Question IX.a and IX.c, the Project has the potential to alter the existing drainage patterns on the Project Site. A hydrology analysis is being prepared to evaluate the change in drainage patterns that would occur with Project implementation, and will be included in the EIR. This topic will be analyzed in the EIR to provide further analysis of potential impacts to the stormwater drainage systems serving the Project Site.

f) Otherwise substantially degrade water quality?

Potentially Significant Impact. The Project would be required to implement a Stormwater Pollution Prevention Plan (SWPPP) that includes Best Management Practices to reduce pollutants in stormwater runoff from the Project Site, and also would be required comply with the City's LID Ordinance and SUSMP requirements requirement the implementation of good housekeeping practices intended to preclude sediment and hazardous substances from entering stormwater flows. Nevertheless, this topic will be evaluated in the EIR to provide further analysis of potential impacts related to water quality.

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. According to the Federal Emergency Management Agency (FEMA), the Project Site is not located within a 100-year flood hazard area.[38,39] No flood zone impacts would occur and no mitigation measures would be required. No further analysis of this topic in the EIR is required.

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

No Impact. As discussed above, the Project Site is not located within a 100-year flood hazard area. Therefore, the Project would have no potential to place structures that would impede or redirect flood flows within a 100-year flood plain. No impacts would occur and

[38] City of Los Angeles Department of City Planning, Zoning Information and Mapping Access System (ZIMAS), Parcel Profile Report [APN Search]: 5546-004-(006); 020; 021; 029; 032 and 5546-030-(028); 031; 032; 033; 034. Generated February 8, 2018.

[39] Federal Emergency Management Agency, Flood Insurance Rate Map, Map Number 06037C1605F, 2008. Accessed February 8, 2018.

no mitigation measures would be required. No further analysis of this topic in the EIR is 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?

Potentially Significant Impact. The Project Site is located approximately 1.5 miles south of the Hollywood Reservoir and within a reservoir inundation zone.[40] This topic will be evaluated further in the EIR to provide further analysis of potential impacts related to flooding, including flooding as a result of the failure of a levee or dam.

j) Inundation by seiche, tsunami, or mudflow?

Potentially Significant Impact. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant disturbance undersea, such as a tectonic displacement of sea floor associated with large, shallow earthquakes. Mudflows occur as a result of downslope movement of soil and/or rock under the influence of gravity.

The Project Site is located within the Hollywood Reservoir inundation area, and could result in inundation from seiche or mudflow. With respect to tsunami hazards, the Project Site is located approximately 12 miles inland (northeast) from the Pacific Ocean, is not located on a City-designated tsunami hazard area [41], and therefore would not be subject to a tsunami. This topic will be evaluated in the EIR to provide further analysis of potential impacts related to a seiche or mudflow.

X. Land Use and Planning

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a. Physically divide an established community?	☐	☐	☐	☒
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?	☒	☐	☐	☐

[40] City of Los Angeles Department of City Planning, City of Los Angeles General Plan Safety Element, page 59.
[41] City of Los Angeles Department of City Planning, City of Los Angeles General Plan Safety Element, page 59.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Would the Project:

a) Physically divide an established community?

No Impact. The Project Site is located within the boundaries of the Hollywood Community Plan Area, in an urbanized area of the City. The Project Site is currently developed with commercial buildings and ancillary surface parking. The Project would result in redevelopment of an underutilized site with a mixed-use development. The Project would result in changes to the way vehicles access the Project Site but would not re-route existing streets or create new public streets; therefore, traffic in the surrounding community would continue to utilize the same circulation facilities and patterns as occur presently. The ground and mezzanine levels of the proposed development would include neighborhood commercial uses and improvements to ground floor commercial uses that would increase pedestrian activity and improve pedestrian connectivity within the Project Site and adjacent areas thereby helping to unite the community. Thus, the Project would not create a physical barrier or otherwise disrupt the physical arrangement of an existing community. Therefore, the Project would not physically divide an established community, no impact would result, and no mitigation measures would be required. No further analysis of this topic in the EIR is 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. The Project Site is located within the Hollywood Community Plan Area, which designates the Project Site for Regional Center Commercial land uses, including commercial, residential, and office use.[42,43] The existing Regional

[42] City of Los Angeles Department of City Planning, Hollywood Community Plan, General Plan Land Use Map.

[43] The *Hollywood Community Plan* was adopted in 1988. The *2012 Hollywood Community Plan Update* was adopted by the City Council on June 19, 2012 and was intended to update the *1988 Hollywood Community Plan* to reflect changing land use patterns in the Hollywood Community Plan Area. After its adoption, litigation was filed challenging the approval. On February 11, 2014, a superior court judgment issued a decision instructing the City to rescind, vacate, and set aside the approval and related actions. On April 2, 2014, the City adopted Ordinance No. 182,960 that set aside the approval of the *2012 Hollywood Community Plan Update*, which had the effect of reverting the zoning designations for the

Center Commercial land use designation development intensity is limited to a 4.5:1 floor area ratio (FAR) with a maximum of 6:1 FAR through a Transfer of Development Rights and/or City Planning Commission approval, as permitted by the LAMC. The Project Site has zoning designations of (T)(Q) C2-2-SN and C4-2D-SN as the underlying zone, which permits general commercial and multi-family residential uses. The Project Site is located within the Hollywood Signage Supplemental Use District, along with Height District 2, which allows a FAR of 6:1, and does not specify a maximum building height.

The Project Site is located within the Los Angeles State Enterprise Zone, Hollywood Redevelopment Plan Area, as well as within a Freeway Adjacent Advisory Notice for Sensitive Uses area, Transit Priority Area and an Adaptive Reuse Incentive Area.

The Applicant is requesting several entitlements/approvals, including, but not limited to**:**

1. Pursuant to the Los Angeles Municipal Code (the "LAMC") Section 12.32-F, a Zone Change to C2-2-SN;
2. Pursuant to LAMC Section 12.32-F, a Height District Change for the Property to remove the D Limitation, which limits FAR;
3. Pursuant to LAMC Section 11.5.11(e) and subsequently California Government Code Section 65915(k) or the Applicable Housing Incentive Program, three incentives, concessions, reductions, or modifications of zoning code requirements to provide for affordable housing costs as follows:
   - A floor area bonus (35 percent from 6:1 FAR base) to allow additional floor area up to 7:1 FAR for a project eligible for up to 8.1:1 FAR;
   - A development modification for balcony floor area to exclude residential balconies and terraces from consideration as floor area, as defined by LAMC Section 12.03; and
   - A development modification to allow a greater number of smaller affordable units with less bedrooms and a different unit mix and unit type to accommodate Senior Affordable Housing Units in lieu of providing the requisite number of Restricted Affordable Units;
4. Pursuant to LAMC Section 12.24-W.1, a Master Conditional Use Permit for the sale or dispensing of alcoholic beverages for on-site and off-site consumption;
5. Pursuant to LAMC Section 12.24-W.19, a Conditional Use Permit for a unified development to allow floor area ratio averaging and residential density transfer between the East Site and the West Site;

Community Plan Area to those in effect immediately prior to the approval of the *2012 Hollywood Community Plan Update*, and the *1988 Hollywood Community Plan* is the effective plan. The City is currently working towards re-adoption of an updated Plan. A revised version of the *2017 Hollywood Community Plan* is drafted and a new Environmental Impact Report is in progress. It is anticipated that the updated *2017 Hollywood Community Plan* will be approved in late 2018. City of Los Angeles Department of City Planning, Hollywood Community Plan Update (HCPU2) Presentation, June 2018, https://www.hcpu2.org/uploads/8/2/8/5/82855984/webinar_powerpoint_slides.pdf. Accessed July 31, 2018.

6. Pursuant to LAMC Section 16.05, a Site Plan Review for a development that results in an increase of 50 or more dwelling units and/or guest rooms or generates more than 1,000 average daily trips;
7. Pursuant to LAMC Section 17.15, a Vesting Tentative Tract Map No. 82152 to merge (i) an alley to add 1,267 square feet to the Property and (ii) portions along the sidewalk of Yucca Street and both sides of Vine Street to add 5,114 square feet to the Property; associated haul route, and removal of 19 street trees; and
8. Pursuant to California Government Code Sections 65864-65869.5, a Development Agreement between the Applicant and the City of Los Angeles.

In addition to the entitlements identified above, approvals are also required from other City entities for the Project, including, but not limited to, approvals and permits from the City's Department of Building and Safety and Public Works (along with other municipal agencies) for Project construction activities, such as demolition, haul route, excavation, shoring, grading, foundation, building and interior improvements, and the removal and replacement of trees on public and/or private property.

Given the scale of the Project and the land use approvals and entitlements involved, there could be inconsistencies with applicable land use plans that result in significant impacts on the physical environment. Accordingly, this topic will be evaluated in the EIR to provide further analysis of potential impacts related to the Project's conformity with applicable zoning and land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating environmental effects.

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

No Impact. As discussed in the above responses to Checklist Question IV, Biological Resources, the Project Site is located in an urbanized area and is developed with commercial buildings, ancillary surface parking, and minimal landscaping. Although the channelized Los Angeles River is located approximately 3.9 miles east of the Project Site, the Project Site does not contain vegetation and natural habitat, and thus does not support sensitive natural communities. The Project Site contains 49 trees, 14 of which are considered "significant" trees, and 19 of which are City of Los Angeles rights-of-way trees. "Significant trees", due to their size, may support nesting birds. None of the 49 trees are considered "protected" by the City of Los Angeles Tree Preservation Ordinance. Adherence to the MBTA would ensure that potential impacts to nesting birds would be less than significant.

Furthermore, the Project Site is not located within or adjacent to a Significant Ecological Area (SEA) as defined by the City or County of Los Angeles.[44,45] The Project Site is not located within a habitat conservation plan or natural community conservation plan. Moreover, adherence to the MBTA, as discussed above, would ensure that potential impacts to nesting birds would be less than significant. Therefore, the Project would not conflict with the provisions of any adopted applicable conservation plan. No impact would occur and no further mitigation measures would be required. No further analysis of this topic in the EIR is required.

XI. Mineral Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

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. The Project Site is not classified by the City as containing significant mineral deposits.[46] Additionally, the Project is not located near any oil fields and no oil extraction activities have historically occurred at the Project Site.[47] Furthermore, the Project Site is not designated as an existing Aggregate Production Area by the State of California or

[44] City of Los Angeles Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report.

[45] County of Los Angeles Department of Regional Planning, County of Los Angeles Significant Ecological Areas Program, Figure 9.3, 2015, http://planning.lacounty.gov/assets/upl/project/gp_2035_2014-FIG_9-3_significant_ecological_areas.pdf. Accessed February 8, 2018.

[46] City of Los Angeles Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, Figure GS-1 – Areas Containing Significant Mineral Deposits in the City of Los Angeles, http://cityplanning.lacity.org/housinginitiatives/housingelement/frameworkeir/FrameworkFEIR.pdf. Accessed on February 8, 2018.

[47] California Department of Conservation, Division of Oil, Gas & Geothermal Resources – Well Finder, 2018, http://maps.conservation.ca.gov/doggr/wellfinder/Index.html?api=03725331#close. Accessed May 18, 2018.

the U.S. Geological Survey.[48] The Project Site is fully developed with urban uses and has not been the site of mineral resource extraction in the past. The Project Site is not designated for resource extraction by the City of Los Angeles General Plan. Therefore, Project implementation would not result in the loss of availability of a known mineral resource of value to the region and residents of the State. No impacts would occur and no mitigation measures would be required. No further analysis of this topic in the EIR is 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. As discussed above, the Project Site does not contain mineral deposits and is not designated as an Aggregate Production Area by the State of California or the U.S. Geological Survey. The Project Site is fully developed with urban uses, and is not zoned as a mineral resource area. Therefore, Project implementation would not 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 impacts would occur and no mitigation measures would be required. No further analysis of this topic in the EIR is required.

XII. Noise

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☒	☐	☐	☐
b. Exposure of persons 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?	☒	☐	☐	☐

[48] California Geological Survey, Aggregate Sustainability in California, 2012, http://www.conservation.ca.gov/cgs/information/publications/ms/Documents/MS_52_2012.pdf. Accessed on February 8, 2018.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

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. Construction of the Project would require the use of heavy construction equipment (e.g., bulldozers, backhoes, cranes, loaders, etc.) that would generate noise on an intermittent short-term basis. Additionally, operation of the Project may increase existing noise levels as a result of Project-related traffic, the operation of heating, ventilation, and air conditioning (HVAC) systems, outdoor public use areas, vehicles in the parking garage, loading and unloading of trucks. As such, nearby residential or other sensitive uses could potentially be affected. Therefore, this topic will be evaluated in the EIR to provide further analysis of potential impacts related to the exceedance of noise standards.

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

Potentially Significant Impact. Construction of the Project may generate groundborne vibration and noise due to site grading, clearing activities, and haul truck travel. In addition, Project construction may require pile-driving. As such, the Project would have the potential to generate or expose people to excessive groundborne vibration and noise levels during short-term construction activities. In addition to the potential to expose people to groundborne vibration, there is the potential for the Project to generate construction-related vibration that may impact adjacent historical resources and sensitive receptors, including the Capitol Records Complex and recording studios. Therefore, this

topic will be analyzed further in the EIR to provide further analysis of construction impacts related to groundborne vibration.

Once construction is complete, Project operation (e.g., residential, potentially a hotel, restaurant, retail, and structured parking) is not expected to generate excessive groundborne vibration or groundborne noise. However, given the proximity to existing vibration sensitive receptors, there is the potential for impacts. Therefore, this topic will be evaluated in the EIR to provide further analysis of the Project's potential to result in operational vibration impacts.

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

Potentially Significant Impact. As discussed in the response to Checklist Question XII.a above, Project operation may increase existing noise levels as a result of Project-related traffic, the operation of HVAC systems, loading and unloading of trucks, the use of ground level and subsurface parking, and the presence of residents and visitors at the Project Site, including the potential for outdoor events. Therefore, this topic will be evaluated in the EIR to provide further analysis of potential impacts associated with a permanent increase in ambient noise levels.

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

Potentially Significant Impact. As discussed in the response to Checklist Question XII.a above, Project construction would require the use of heavy construction equipment (e.g., bulldozers, backhoes, cranes, loaders, etc.) that would generate noise on a short-term basis. Therefore, this topic will be evaluated in the EIR to provide further analysis of potential impacts associated with a temporary or periodic increase in ambient noise levels.

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. As discussed in the response to Checklist Question VIII.e above, the Project Site is not located within an airport land use plan, within two miles of a public use airport, or within the vicinity of a private airstrip. The nearest airport is the Hollywood Burbank Airport located approximately 6.5 miles northwest of the Project Site. Therefore, the

Project would not expose the population in the Project vicinity to excessive noise levels from an airport use and no mitigation measures would be required. No further analysis of this topic in the EIR is required.

f) For a project located 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. As discussed in the response to Checklist Question VIII.e above, the Project Site is not located within the vicinity of a private airstrip. The nearest airport is the Hollywood Burbank Airport located approximately 6.5 miles northwest of the Project Site. Therefore, the Project would not expose the population in the Project vicinity to excessive noise levels from an airport use and no mitigation measures would be required. No further analysis of this topic in the EIR is required.

XIII. Population and Housing

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

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. The Project Site is located within the jurisdiction of the Southern California Association of Governments (SCAG), a Joint Powers Agency established under California Government Code Section 6502 et seq. SCAG's mandated responsibilities include developing plans and policies with respect to the region's population growth, transportation programs, air quality, housing, and economic development. In April 2016, SCAG's Regional Council adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). The 2016 RTP/SCS presents the transportation vision for the region through the year 2040 and provides a long-term investment framework for addressing the region's transportation and related challenges. It also includes projections of population, households, and employment through 2040.

The City's General Plan, including its community plans and specifically the Hollywood Community Plan, addresses growth in the region. The Project would increase the population in the Project vicinity through construction of new residential units and creation of new employment opportunities. Due to population, housing, and employment increases that would be associated with the Project, this topic will be evaluated in the EIR to determine potential impacts related to physical impacts on the environment associated with the Project's contribution to growth in relation to local and regional forecasts.

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

No Impact. No dwelling units are currently located on the Project Site. Because no housing would be displaced, the construction of replacement housing elsewhere would not be necessary. No impact would occur and no mitigation measures would be required. No further analysis of this topic in the EIR is required.

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

No Impact. No people currently reside on the Project Site. Because no people would be displaced, the construction of replacement housing elsewhere would not be necessary. No impact would occur and no mitigation measures would be required. No further analysis of this topic in the EIR is required.

XIV. Public Services

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 following public services:				
a. Fire protection?	☒	☐	☐	☐
b. Police protection?	☒	☐	☐	☐
c. Schools?	☒	☐	☐	☐
d. Parks?	☒	☐	☐	☐
e. Other public facilities?	☒	☐	☐	☐

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 following public services:

a) Fire protection?

Potentially Significant Impact. The LAFD provides fire protection and emergency medical services in the City. Three fire stations are located in the vicinity of the Project Site including Fire Station No. 82 at 5769 Hollywood Boulevard (approximately 0.50 miles east from the Project Site); Fire Station No. 27 at 1327 North Cole Avenue (approximately 0.60 miles southwest from the Project Site); and Fire Station No. 41 at 1439 North Gardner Street (approximately 1.65 miles southwest from the Project Site).

Because the Project would increase the developed floor area and height of buildings on the Project Site, and increase the population on the Project Site, it could increase demand on LAFD services and facilities which could result in the need for new or physically altered facilities to maintain service. Therefore, this topic will be evaluated in the EIR to provide further evaluation of the Project's potential impacts on fire protection services.

b) Police protection?

Potentially Significant Impact. The Los Angeles Police Department (LAPD) provides police protection services in the City. The Project Site is located within LAPD's West Bureau and is served by the Hollywood Community Police Station located at 1358 North

Wilcox Avenue.[49,50,51] The Hollywood Community Police Station is approximately 0.57-mile southwest of the Project Site.

Because the Project would introduce new structures, residents, visitors, and employees to the Project Site, demand on LAPD police protection services could increase. Therefore, this topic will be evaluated in the EIR to provide further evaluation of potential impacts associated with police protection services.

c) Schools?

Potentially Significant Impact. The Project Site is located within the jurisdiction of the LAUSD, and specifically within LAUSD's West Local District.[52] The Project Site is within the attendance boundaries of Cheremoya Avenue Elementary School, Joseph Le Conte Middle School, and Hollywood Senior High. Because the Project would increase the residential population of the area, it would increase demand on LAUSD schools. Therefore, this topic will be evaluated in the EIR to provide further evaluation of potential impacts to public school services.

d) Parks?

Potentially Significant Impact. The City of Los Angeles Department of Recreation and Parks provides park facilities and services within the City. Because the Project would introduce new residents to the area who might visit nearby parks, demand on existing public parks and recreational facilities would increase. The Project would provide open space and recreation facilities on-site to serve the needs of its residents; however, there would still be a potential increase in demand for public parks. Therefore, this topic will be evaluated in the EIR to provide further evaluation of potential impacts to parks and recreational services.

e) Other public facilities?

Potentially Significant Impact. The Los Angeles Public Library provides library services to the City. Because the Project would introduce new residents to the Project Site, demand on library services could increase. Therefore, this topic will be evaluated in the EIR to provide further analysis of potential impacts associated with library services.

During construction and operation of the Project, other governmental services, including roads, would continue to be utilized. Project residents would use the existing road network, without the need for new roadways to serve the Project Site. As discussed below

[49] Los Angeles Police Department, Hollywood Community Police Station, http://www.lapdonline.org/hollywood_community_police_station. Accessed February 9, 2018.
[50] Los Angeles Police Department, Our Communities, http://www.lapdonline.org/our_communities. Accessed February 9, 2018.
[51] Los Angeles Police Department, West Bureau, http://www.lapdonline.org/west_bureau. Accessed February 9, 2018.
[52] Los Angeles Unified School District, Resident School Finder, http://rsi.lausd.net/ResidentSchoolIdentifier/. Accessed February 9, 2018.

in Checklist Question XVI, Transportation/Traffic, the Project would result in an increase in the number of vehicle trips attributable to the Project Site. The Project would introduce new vehicle trips to local roadways that could potentially accelerate damage to facilities. Therefore, this topic will be evaluated in the EIR to provide further analysis of potential impacts associated with damage to roadway facilities.

XV. Recreation

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a. 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. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☒	☐	☐	☐

Would the Project:

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

Potentially Significant Impact. As discussed in the response to Checklist Question XIV.d above, because the Project would introduce new population to the Project Site, greater demand on existing public recreational and park facilities and services in the Project vicinity could be generated. Therefore, this topic will be evaluated in the EIR to determine potential impacts associated with deterioration of existing neighborhood and regional parks or recreation facilities.

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?

Potentially Significant Impact. The Project would include the development of certain on-site open space and recreation facilities to serve its residential population. However, as indicated in the response to Checklist Question XV.a above, the Project would

introduce new population to the Project Site which could generate a greater demand on existing public recreational and park facilities and services. Therefore, this issue will be analyzed further in the EIR to determine potential impacts associated with the expansion of recreational facilities.

XVI. Transportation/Traffic

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☒	☐	☐	☐

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 Site is subject to the Los Angeles Department of Transportation (LADOT) standards and guidelines for the analysis of potential impacts to the street system. Proposed uses include residential units, commercial uses and a potential hotel use. The new uses would add traffic to local and regional transportation systems that could adversely affect the existing capacity of the street system or exceed an established Level of Service (LOS) standard. Project construction would also result in a temporary increase in traffic due to construction-related truck trips and worker vehicle trips. Therefore, traffic impacts during construction could also adversely affect the street system. Traffic impacts, including LOS standards and vehicle miles traveled (VMT), will be evaluated in the EIR to provide further analysis of potential impacts associated with conflicts with applicable standards, taking into account multiple modes of transportation.

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. The Congestion Management Plan (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. The Los Angeles County Metropolitan Transportation Authority (Metro) is the local agency responsible for implementing the requirements of the CMP. New projects located in the City must comply with the requirements set forth in the Metro's CMP. These requirements include the provision that all freeway segments where a project could add 150 or more trips in each direction during the peak hours be evaluated. The guidelines also require evaluation of all designated CMP intersections where a project could add 50 or more trips during either A.M. or P.M. peak hour. The Project would generate vehicle trips, which could potentially

add trips to a freeway segment or CMP intersection. This topic will be evaluated in the EIR to provide further analysis related to conflicts with the CMP. A Transportation Impact Analysis Report will be included in the 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. As discussed in the response to Checklist Question VIII.e above, the nearest airport is the Hollywood Burbank Airport, approximately 6.5 miles northwest of the Project Site. As such, the Project Site is not within any flight paths, does not propose any construction that would require notification of the Federal Aviation Administration, and would not result in a change in air traffic patterns, including increases in traffic levels or changes in location that would result in substantial safety risks. No impact would occur and no mitigation measures would be required. No further analysis of this topic in the EIR is 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. The Project would not alter existing roadways in the surrounding vicinity, and there are no existing hazardous design features such as sharp curves or dangerous intersections on-site or within the Project vicinity. However, Project construction may require temporary lane or sidewalk closures. Access on and near the Project Site could also be temporarily disrupted resulting in conflicts with vehicles, pedestrians and/or bicyclists. Also, Project operation would alter the way vehicles ingress and egress the Project Site, and increase trip generation on local streets. Considering these factors, the potential for hazardous conditions during Project construction and operation may increase over existing conditions. Therefore, this topic will be evaluated in the EIR to provide further analysis related to traffic hazards.

e) Result in inadequate emergency access?

Potentially Significant Impact. Immediate vehicular access to the Project Site is currently provided via Vine Street and Argyle Avenue, which border the Project Site to the west and east, respectively. While it is expected that the majority of construction activities for the Project would be confined within the Project Site, short-term construction activities may temporarily affect emergency access on segments of adjacent streets during certain periods of the day. In addition, the Project would alter the way vehicles ingress and egress the Project Site, and generate traffic in the Project vicinity and would result in some modifications to access from the streets that surround the Project Site. Thus, this topic will be analyzed further in the EIR to determine potential impacts related to 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?

Potentially Significant Impact. The Project Site is well served by public transportation, namely by the Metro Hollywood/Vine Station immediately south of Hollywood Boulevard, and is anticipated to improve the pedestrian experience through the provision of ground floor commercial uses and contiguous pedestrian access through the Project Site. Furthermore, the Project is expected to further the City's goals for increased use of alternative transportation by locating residential uses within an area well served by public transit, and by co-locating residential and commercial uses on the same site. However, the Project would include construction activities that could temporarily disrupt pedestrian and bicycle circulation and public transit routes in the Project vicinity, and increase the on-site population which would create a greater demand for public transit during Project operation. Therefore, this topic will be evaluated in the EIR to determine the Project's potential for conflicts with the City's policies, plans, and programs supporting alternative transportation.

XVII. Tribal Cultural Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k)?	☒	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☒	☐	☐	☐

Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k)?

Potentially Significant Impact. Assembly Bill (AB) 52 establishes a formal consultation process for California Native American Tribes to identify potential significant impacts to tribal cultural resources, as defined in Public Resources Code Section 21074, as part of CEQA. AB 52 applies to projects that file a Notice of Preparation or Notice of Negative Declaration/Mitigated Negative Declaration on or after July 1, 2015, which includes the proposed Project. As specified in AB 52, lead agencies must provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the tribe has submitted a written request to be notified. The tribe must respond to the lead agency within 30 days of receipt of the notification if it wishes to engage in consultation on the project, and the lead agency must begin the consultation process within 30 days of receiving the request for consultation. Should any information be gained during the consultation process, it would be used to analyze impacts to tribal cultural resources in

the EIR. The existence of tribal cultural resources on the Project Site is currently unknown. Therefore, this topic will be evaluated in the EIR to determine potential impacts associated with tribal cultural resources.

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Potentially Significant Impact. As discussed in the response to Checklist Question XVII.a above, lead agencies must provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the tribe has submitted a written request to be notified. The tribe must respond to the lead agency within 30 days of receipt of the notification if it wishes to engage in consultation on the project, and the lead agency must begin the consultation process within 30 days of receiving the request for consultation. Should any information be gained during the consultation process, it would be used to analyze impacts to tribal cultural resources in the EIR. The existence of tribal cultural resources on the Project Site is currently unknown. Therefore, this topic will be evaluated in the EIR to determine potential impacts associated with tribal cultural resources.

XVIII. Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☒	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Require or result in the construction of new storm water 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 resources, 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 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?	☒	☐	☐	☐

Would the Project:

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

Potentially Significant Impact. The City of Los Angeles Department of Public Works (LADPW) provides wastewater services to the Project Site. Any wastewater generated at the Project Site is treated at the Hyperion Treatment Plant (HTP). The HTP is a part of the larger Hyperion Treatment System, which also includes the Tillman Water Reclamation Plant and the Los Angeles-Glendale Water Reclamation Plant. The Project would result in new sources of wastewater generated at the Project Site with the development of the new residential, commercial, and other uses along with related amenities and open space. The incremental increase in the quantity of wastewater generated by the Project could potentially result in impacts with respect to wastewater treatment. Therefore, this topic will be analyzed further in the EIR to determine potential impacts associated with wastewater treatment requirements.

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. Water and wastewater systems consist of two components: the source of the water supply or place of sewage treatment, and the conveyance systems (i.e., distribution lines and mains) that link these facilities to Project Site. As previously discussed, water is currently supplied to the Project Site by the LADPW and the Project Site is located within the HTP service area. Given the Project's proposed increase in population and developed floor area on the Project Site, the potential of the Project to result in the construction of new water or wastewater treatment facilities will be analyzed further in the EIR. A Utility and Infrastructure Report, which includes a Sewer Report and a Water System and Fire Flow Report, is being prepared to evaluate water availability and sewer capacity with Project implementation. This information will be used to evaluate the potential for significant impacts to water or wastewater treatment facilities in the EIR.

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

Potentially Significant Impact. Under existing conditions, the Project Site is developed with commercial buildings and ancillary surface parking. Current drainage flows on the Project Site are unknown and will be determined in a site-specific hydrology study. Project implementation would require grading, which could result in alterations to the drainage pattern at the Project Site, and would require verification of available capacity in the municipal storm drain system. This topic, including the hydrology study, a Stormwater Drainage Study, and LID Report, will be included in the EIR to provide further analysis of potential impacts associated with storm water drainage facilities.

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

Potentially Significant Impact. As previously discussed, LADWP supplies water to the Project Site. Given the increased development that would occur on the Project Site, the Project would increase water demand beyond existing conditions. Sections 10910-10915 of the State Water Code (Senate Bill [SB] 610) requires the preparation of a water supply assessment (WSA) demonstrating sufficient water supplies for a project that, among other criteria, includes more than 500 dwelling units. The Project would result in the development of up to 1,005 units and therefore a WSA will be required. This topic,

including the WSA, will be included in the EIR to determine potential impacts associated with sufficient water supplies.

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. LADWP provides wastewater services for the Project Site. Given the increase in population and developed floor area proposed on the Project Site, the Project would result in an increase in wastewater generation compared to existing conditions. Therefore, this topic will be evaluated in the EIR to determine potential impacts associated with adequate capacity of the wastewater treatment provider to service the Project.

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

Potentially Significant Impact. Solid waste management in the City of Los Angeles involves both public and private refuse collection services as well as public and private operation of solid waste transfer, resource recovery, and disposal facilities. The City of Los Angeles Bureau of Sanitation (BOS) is responsible for developing strategies to manage solid waste generation and disposal in the City. The BOS collects solid waste generated primarily by single-family dwellings, small multi-family dwellings, and public facilities. Private hauling companies collect solid waste generated primarily from large multi-family residential, commercial, and industrial properties. The City does not own or operate any landfill facilities, and the majority of its solid waste is disposed of at County landfills.

The Project would demolish the existing single-story building on the West Site and surface parking from both the East and West Sites, which would generate demolition and site preparation debris and dirt for export. In addition, the Project would construct new buildings, which would generate construction debris. Proposed uses include residential units, potential hotel rooms (under the Hotel Option), and retail uses, which would generate solid waste from Project operations. Disposal would occur pursuant to City ordinances that require the use of certified haulers and implementation of practices to recycle exported materials. The Project may have impacts on the remaining landfill capacity and would be required to demonstrate consistency with policies to divert waste from landfills and increase waste recycling. Therefore, this topic will be evaluated in the EIR to determine impacts associated with sufficient capacity of landfills.

g) Comply with Federal, State, and local statutes and regulations related to solid waste?

Potentially Significant Impact. As described in the response to Checklist Question XVIII.f above, there are a number of state, county and city plans and policies that address the availability of sufficient landfill capacity and the diversion/recycling of waste debris. The Project would increase development on the Project Site, and would generate solid waste during both construction and operation. Therefore, this topic will be evaluated in the EIR to determine the Project's waste generation and consistency with plans and policies to increase diversion of waste.

XIX. Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a. 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. 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).	☒	☐	☐	☐
c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

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. As discussed in this Initial Study, the Project could result in environmental impacts that have the potential to degrade the quality of the environment as addressed herein. Potentially affected resources include Air Quality, Cultural Resources (Archaeological, Paleontological, and Historical Resources), Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Population and Housing, Public Services (Fire, Police, Schools, Parks, and Libraries), Transportation/Traffic, Tribal Cultural Resources, and Utilities (Wastewater, Water Supply, and Solid Waste). The EIR will analyze and document these potentially significant impacts.

As discussed in Checklist Question IV above, adherence with the MBTA would ensure less than significant impacts through a pre-construction nesting bird survey and avoidance if necessary. The Project Site does not reduce or restrict the range of a rare or endangered plant or animal species, or reduce the habitat for fish. As such, impacts to biological resources will not be further addressed in the 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 the independent impacts of a given Project are combined with the impacts of related projects in proximity to the Project Site, to create impacts that are greater than those of the Project alone. Related projects include past, current, and/or probable future projects whose development could contribute to potentially significant cumulative impacts in conjunction with a given project.

Each of the topics determined to have the potential for significant impacts in this Initial Study will be subject to further evaluation in the EIR, including evaluation of the potential for cumulatively significant impacts.

With respect to potential contributions to cumulative impacts for agricultural resources, biological resources, and mineral resources, the Project Site is located in an urbanized area, and like the Project, other development occurring in the area would also constitute

urban infill in already densely developed areas. Also, the Project Site does not contain agricultural, sensitive biological, or mineral resources, and therefore Project implementation would not be expected to result in a considerable contribution to cumulatively significant impacts on these resources.

With respect to aesthetics, because the Project is a mixed-use residential project that would be located on an infill site within a TPA, under SB 743, there would be no aesthetic impacts. Nonetheless, aesthetic impacts will be analyzed in the EIR for informational purposes only.

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

Potentially Significant Impact. As discussed in this Initial Study, the Project could result in potentially significant environmental impacts associated with Air Quality, Cultural Resources (Archaeological, Paleontological, and Historical Resources), Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Population and Housing, Public Services (Fire, Police, Schools, Parks, and Libraries), Transportation/ Circulation (Traffic and Access), Tribal Cultural Resources, and Utilities (Water, Wastewater and Solid Waste). These impacts could have potentially adverse effects on human beings. Therefore, further analysis of these impacts will be included in the EIR.