

City of Los Angeles

Department of City Planning • Environmental Analysis Section
City Hall • 200 N. Spring Street, Room 750 • Los Angeles, CA 90012



INITIAL STUDY

HOLLYWOOD COMMUNITY PLAN AREA

Hollywood and Wilcox Project

Case Number: ENV-2016-3177-EIR

Project Location: 6430–6440 W. Hollywood Boulevard and 1624–1648 N. Wilcox Avenue, Los Angeles, California, 90028

Council District: 13

Project Description: The Project proposes to develop a mixed-use project comprised of 260 multi-family dwelling units and approximately 17,800 square feet of community serving retail and restaurant uses on a 1.4-acre project site within the Hollywood Community Plan area of Los Angeles. As part of the Project, the existing two-story, 9,000-square-foot Attie Building located at the corner of Hollywood Boulevard and Wilcox Avenue would be retained and integrated with new development. The proposed structure would range in height from one to 15 stories with a maximum height of 160 feet. Upon completion, the Project would include approximately 278,892 square feet of floor area, inclusive of the 9,000-square-foot Attie Building, with a maximum floor area ratio (FAR) of up to 4.5:1. Approximately 420 parking spaces would be provided in two subterranean and three on and above-grade levels. The Project would also include 33,750 square feet of open space provided within landscaped courtyards and terraces, a sky deck, and a pool deck.

APPLICANT:

6436 Hollywood Blvd LLC &
1624 Wilcox Ave LP

PREPARED BY:

Eyestone Environmental

ON BEHALF OF:

The City of Los Angeles
Department of City Planning
Environmental Analysis Section

MAY 2017

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CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK
ROOM 360, CITY HALL
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT INITIAL STUDY AND APPENDIX G CHECKLIST

(Article IV B City CEQA Guidelines)

LEAD CITY AGENCY	COUNCIL DISTRICT	DATE
City of Los Angeles Department of City Planning	13	May 26, 2017

RESPONSIBLE AGENCIES

Including, but not limited to, the Regional Water Quality Control Board, South Coast Air Quality Management District, Los Angeles Department of Building and Safety, Los Angeles Department of Water and Power, Los Angeles Department of Transportation.

PROJECT TITLE/NO.

Hollywood and Wilcox

CASE NO.

ENV-2016-3177-EIR

PREVIOUS ACTIONS CASE NO.

DOES have significant changes from previous actions.

DOES NOT have significant changes from previous actions.

PROJECT DESCRIPTION:

The Project proposes to develop a mixed-use project comprised of 260 multi-family dwelling units and approximately 17,800 square feet of community serving retail and restaurant uses on a 1.4-acre project site within the Hollywood Community Plan area of Los Angeles. As part of the Project, the existing two-story, 9,000-square-foot Attie Building located at the corner of Hollywood Boulevard and Wilcox Avenue would be retained and integrated with new development. The proposed structure would range in height from one to 15 stories with a maximum height of 160 feet. Upon completion, the Project would include approximately 278,892 square feet of floor area, inclusive of the 9,000-square-foot Attie Building, with a maximum floor area ratio (FAR) of up to 4.5:1. Approximately 420 parking spaces would be provided in two subterranean and three on- and above-grade levels. The Project would also include 33,750 square feet of open space provided within landscaped courtyards and terraces, a sky deck, and a pool deck. Refer to Attachment A, Project Description, of this Initial Study, for a detailed description of the Project.

ENVIRONMENTAL SETTING:

The Project Site is located in a highly urbanized area in the Hollywood community of the City characterized by medium- to high-density, low- and high-rise commercial, and multi-family residential structures. Surrounding uses include a one-story retail building immediately to the east on Hollywood Boulevard, a three-story hotel to the south, the five-story Hollywood Pacific Theatre building to the north across Hollywood Boulevard, and one-story commercial buildings and surface parking to the west across Wilcox Avenue. The newly constructed ten-story Dream Hotel is also located southeast of the Project Site within the same block.

PROJECT LOCATION

The Project Site is located at the southeast corner of Hollywood Boulevard and Wilcox Avenue in the Hollywood community of the City of Los Angeles. The Project Site is specifically bounded by Hollywood Boulevard to the north, commercial uses to the east, a three-story hotel to the south, and Wilcox Avenue to the west. Major arterials providing regional access to the Project Site vicinity include Hollywood Boulevard, Cahuenga Boulevard, Vine Street and Sunset Boulevard. In addition, the Metro Red Line Hollywood/Vine Station is located approximately 0.25 mile east of the Project Site.

The Project Site is currently occupied by four low-rise commercial buildings that comprise a total of 29,200 square feet of floor area as well as surface parking. Included in this floor area is the 9,000-square-foot "Attie Building" located at the corner of Hollywood Boulevard and Wilcox Avenue, which would be retained as part of the Project. The Attie

Building is a contributing structure to the Hollywood Boulevard Commercial and Entertainment District. The other buildings would be removed as part of the Project.

PLANNING DISTRICT Hollywood Community Plan		STATUS: <input type="checkbox"/> PRELIMINARY <input type="checkbox"/> PROPOSED _____ <input checked="" type="checkbox"/> ADOPTED 1988
EXISTING ZONING Regional Center Commercial C4-2D-SN/C4-2D	MAX. DENSITY ZONING Please refer to Attachment A	<input checked="" type="checkbox"/> DOES CONFORM TO PLAN <input type="checkbox"/> DOES NOT CONFORM TO PLAN <input type="checkbox"/> NO DISTRICT PLAN
PLANNED LAND USE & ZONE Regional Center Commercial C4-2D-SN/C4-2D	MAX. DENSITY PLAN Please refer to Attachment A	
SURROUNDING LAND USES Commercial and residential	PROJECT DENSITY Please refer to Attachment A	

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.


City Planning Associate

 SIGNATURE TITLE

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 than 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 Section XVII, “Earlier Analysis,” 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.

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.

- | | | |
|---|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural and Forestry Resources | <input checked="" type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality |
| <input checked="" type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise |
| <input type="checkbox"/> Population/Housing | <input checked="" type="checkbox"/> Public Services | <input checked="" type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Transportation/Traffic | <input checked="" type="checkbox"/> Utilities/Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance |
| <input checked="" type="checkbox"/> Tribal Cultural Resources | | |

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

 **BACKGROUND**

PROPONENT NAME

6436 Hollywood Blvd LLC & 1624 Wilcox Ave LP

PHONE NUMBER

(212) 708-6504

PROPONENT ADDRESS

40 West 57th Street, 23rd Floor, New York, NY 10019

AGENCY REQUIRING CHECKLIST

City of Los Angeles, Department of City Planning

DATE SUBMITTED

May 26, 2017

PROPOSAL NAME (If Applicable)

 **ENVIRONMENTAL IMPACTS**

(Explanations of all potentially and less than significant impacts are required to be attached on separate sheets)

Refer to Attachment B: Explanation of Checklist Determinations, of this Initial Study, for detailed explanations to this Initial Study Checklist.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
II. AGRICULTURE AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California 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. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

a. Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

IV. BIOLOGICAL RESOURCES. Would the project:

a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

V. CULTURAL RESOURCES: Would the project:

a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of dedicated cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

VI. GEOLOGY AND SOILS. Would the project:

a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault, 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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking caused in whole or in part by the project's exacerbation of the existing environmental conditions?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction caused in whole or in part by the project's exacerbation of the existing environmental conditions?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides, caused in whole or in part by the project's exacerbation of the existing environmental conditions?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 part by the project's exacerbation of the existing environmental conditions?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VII. GREENHOUSE GAS EMISSIONS. Would the project:

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

IX. HYDROLOGY AND WATER QUALITY. Would the project:

a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

X. LAND USE AND PLANNING. Would the project:

a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XI. MINERAL RESOURCES. Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XII. NOISE. Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XIII. POPULATION AND HOUSING. Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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XIV. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- | | | | | |
|-----------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a. Fire protection? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Police protection? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Schools? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Parks? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Other public facilities? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

XV. RECREATION.

- | | | | | |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

XVI. TRANSPORTATION/TRAFFIC. Would the project:

- | | | | | |
|---|-------------------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

XVII. TRIBAL CULTURAL RESOURCES.

a. 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:				
i. 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), or	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii. 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.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

XVIII. UTILITIES AND SERVICE SYSTEMS. Would the project:

a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. Other utilities and service systems?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

XIX. MANDATORY FINDINGS OF SIGNIFICANCE.

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



DISCUSSION OF THE ENVIRONMENTAL EVALUATION (Attach additional sheets if necessary)

PREPARED BY	TITLE	TELEPHONE #	DATE
Stephanie Eyestone-Jones Eyestone Environmental 6701 Center Drive West, Suite 900 Los Angeles, CA 90045	President	(424) 207-5333	May 26, 2017

A. Project Description

Attachment A: Project Description

A. Introduction

6436 Hollywood Blvd LLC and 1624 Wilcox Ave LP¹ (together, the Applicant) proposes to develop a mixed-use project comprised of 260 multi-family residential dwelling units and approximately 17,800 square feet of community-serving retail and restaurant uses (the Project) within the Hollywood Community Plan area of the City of Los Angeles (the City). The subject property is comprised of approximately 1.4 acres located at 6430–6440 Hollywood Boulevard and 1624–1648 Wilcox Avenue (the Project Site). As part of the Project, the existing two-story, 9,000-square-foot Attie Building located at the corner of Hollywood Boulevard and Wilcox Avenue would be retained and integrated with new development. New development would range in height from one to 15 stories with a maximum height of 160 feet. Upon completion, the Project would include approximately 278,892 square feet of floor area with a maximum floor area ratio (FAR) of up to 4.5 to 1. Approximately 420 parking spaces would be provided in two subterranean and three on and above grade levels. The Project would also include 33,750 square feet of open space provided within landscaped courtyards and terraces, a sky deck, and a pool deck.

B. Project Location and Setting

1. Project Location

As shown in Figure A-1 on page A-2, the Project Site is located in the Hollywood community of the City, approximately 6 miles northwest of downtown Los Angeles and approximately 11.8 miles northeast of the Pacific Ocean. Primary regional access is provided by the Hollywood Freeway (US-101) located approximately 0.4 mile east of the Project Site. Major arterials providing regional access to the Project Site vicinity include Hollywood Boulevard, Cahuenga Boulevard, Vine Street, and Sunset Boulevard. The Project Site is well-served by public transportation, with the Hollywood/Vine station of the Los Angeles County Metropolitan Transportation Authority (Metro) Metro Red Line located approximately 0.25 mile east of the Project Site and several bus lines with stops along Hollywood Boulevard near the Project site.

¹ *Successor entities to 6436 Hollywood EAT, LLC and Princeton Leasing Limited Partnership, respectively.*

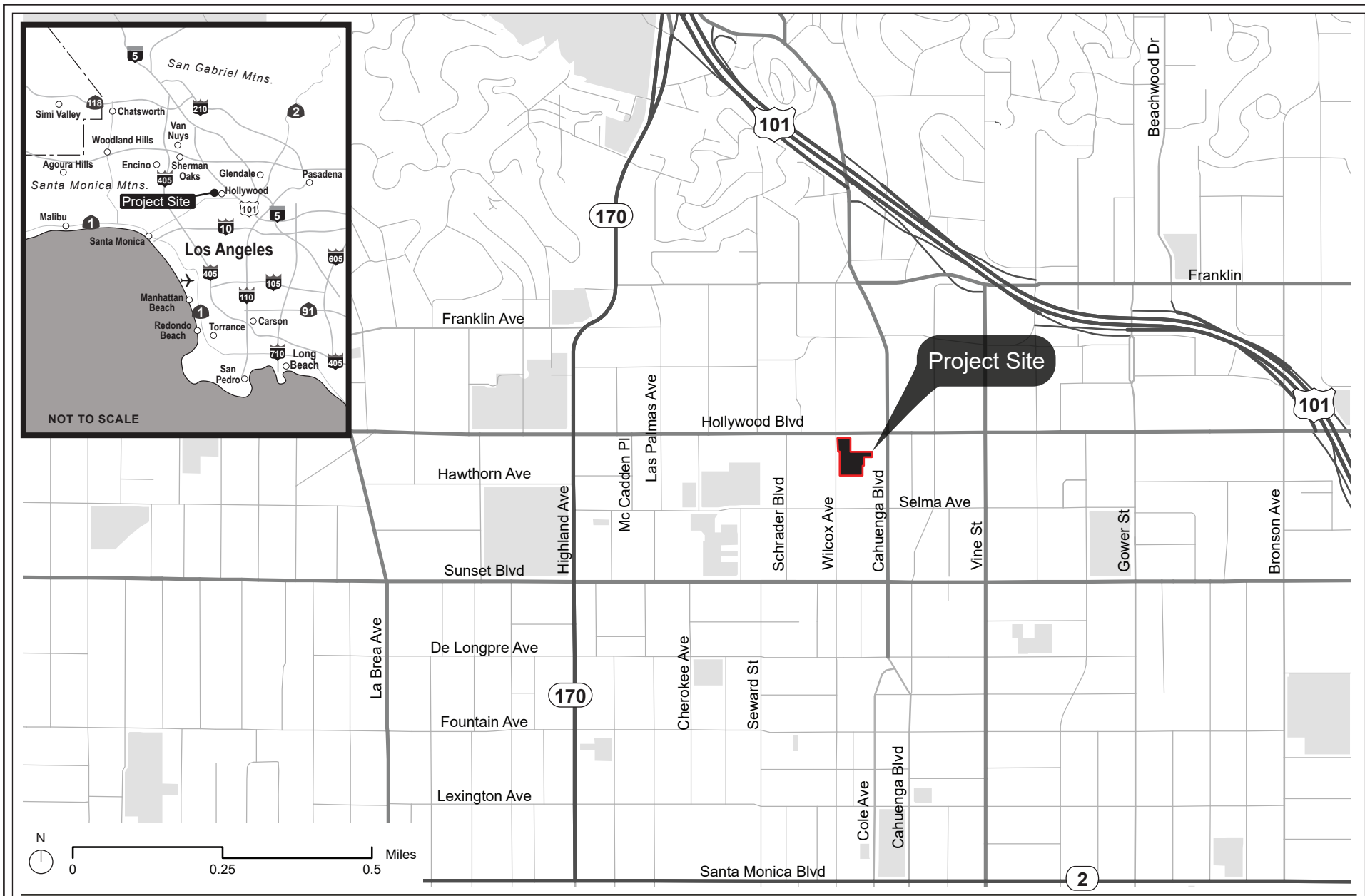


Figure A-1
Project Location Map

Source: LA County GIS, 2016; Eystone Environmental, 2016.

2. Surrounding Uses

The Project Site is located in a highly urbanized area characterized by medium- to high-density, low- and high-rise commercial and multi-family structures. Surrounding uses include a one-story retail building immediately to the east on Hollywood Boulevard, a three-story hotel to the south, the five-story Hollywood Pacific Theatre building to the north across Hollywood Boulevard, and one-story commercial buildings and surface parking to the west across Wilcox Avenue. The newly constructed ten-story Dream Hotel is also located southeast of the Project Site within the same block.

C. Existing Project Site Conditions

1. Existing Site Conditions

As shown in Figure A-2 on page A-4, the Project Site is currently occupied by four low-rise commercial buildings that comprise a total of 29,200 square feet of floor area as well as surface parking. Included in this floor area is the 9,000-square-foot “Attie Building” located at the corner of Hollywood Boulevard and Wilcox Avenue. The Attie Building is a contributing structure to the Hollywood Boulevard Commercial and Entertainment District.² Vehicular access to the surface parking is provided via a driveway on Wilcox Avenue.

Landscaping within the Project Site is limited. Two ornamental trees are located along Hollywood Boulevard and two ornamental trees are located within the surface parking lot. These existing trees consist of various non-native species that are not subject to the City of Los Angeles Protected Tree Relocation and Replacement Ordinance (Ordinance No. 177404).³

² *The Hollywood Boulevard Commercial and Entertainment District is a 12 block area of the commercial core of Hollywood which contains examples of architecture from the 1920s and 1930s. The district includes 63 contributing properties and was listed in the National Register of Historic Places in 1984. Source: Hollywood Heritage, Inc., “Policies and Procedures,” <http://www.hollywoodheritage.org/policies-and-procedures>, accessed January 23, 2017, and National Park Service, “National Register of Historic Places Inventory – Nomination Form,” <https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/85000704.pdf>, accessed March 20, 2017.*

³ *The City of Los Angeles Protected Tree Relocation and Replacement Ordinance (Ordinance No. 177404) protects Oak, Southern California Black Walnut, Western Sycamore, and California Bay tree species that are native to Southern California, and excludes trees grown by a nursery or trees planted or grown as part of a tree planting program.*



Figure A-2
Aerial Photograph of the Project Vicinity

2. Existing Land Use Designations and Zoning

The Project Site is located within the planning boundary of the Hollywood Community Plan (Community Plan), adopted in 1988 and re-instated in 2014. The Community Plan designates the Project Site for Regional Center Commercial land uses, with corresponding permitted zones of C2, C4, RAS3, RAS4, P, and PB. The Regional Center Commercial designation is limited to the Hollywood Redevelopment Project Area. Development intensity is limited to 4.5:1 FAR with a maximum of 6:1 FAR possible through a Transfer of Development Rights procedure and/or City Planning Commission approval.

The Project Site has two zoning designations under the Los Angeles Municipal Code (LAMC). The two lots that front on Hollywood Boulevard (the Hollywood Parcels) are zoned C4-2D-SN (Commercial, Height District 2 with Development Limitation, Hollywood Signage Supplemental Use District). The balance of the Project Site (the Wilcox Parcels) is zoned C4-2D (Commercial Height District 2 with Development Limitation). The C4 zone permits a wide array of land uses including commercial, office, residential, retail, and hotel uses. The C4 zone, in conjunction with the Project Site's Regional Center Commercial land use designation, and pursuant to LAMC Section 12.22-A,18, also permits any land use permitted in the R5 (Multiple Residential) zone, which includes multi-family dwellings with a minimum lot area of 200 square feet per dwelling unit. The Height District 2 designation, in conjunction with the C4 zone, does not impose a maximum building height limitation but does impose a maximum floor-area ratio (FAR) of 6:1. The "D" limitation of the Project Site's zoning limits the total floor area contained in all buildings on the Hollywood Parcels to a maximum FAR of 2:1 (per Ordinance No. 165,660, adopted in 1990) and restricts height to maximum of 45 feet; however, a project could exceed the 2:1 FAR subject to certain conditions.⁴ The "D" limitation of the Project Site's zoning limits the total floor area contained in all buildings on the Wilcox Parcels to a maximum FAR of 2:1 (per Ordinance No. 165,660, adopted in 1990); however, a project could exceed the 2:1 FAR subject to certain conditions.⁵ There is no height limitation on the Wilcox Parcels. The Hollywood Parcels have the SN designation which indicates that these parcels are located in the Hollywood Signage Supplemental Use District ("HSSUD").

⁴ *The conditions are: a) The Community Redevelopment Agency Board finds that the project conforms to: (1) the Hollywood Redevelopment Plan, (2) a Transportation Program adopted by the Community Redevelopment Agency Board pursuant to Section 518.1 of the Redevelopment Plan, (3) the Hollywood Boulevard District urban design plan as approved by the City Planning Commission and adopted by the CRA Board pursuant to Sections 501 and 506.2.1 of the Hollywood Redevelopment Plan; and, if applicable, (4) any Designs for Development adopted pursuant to Section 503 of the Redevelopment Plan; and b) The project complies with the following two requirements: A Disposition and Development Agreement or Owner Participation Agreement has been executed by the Community Redevelopment Agency Board; and the Project is approved by the City Planning Commission, or the City Council on appeal, pursuant to the procedures set forth in Municipal Code Section 12.24-B.3.*

⁵ See footnote 4 above.

The Project Site is also located within a Transit Priority Area pursuant to Senate Bill (SB) 743,⁶ the Los Angeles State Enterprise Zone, the Los Angeles Promise Zone, and the Hollywood Entertainment District Business Improvement District.

D. Description of the Project

1. Project Overview

The Applicant proposes to develop a mixed-use project comprised of 260 multi-family residential units and approximately 17,800 square feet of community-serving retail and restaurant uses. The Project will retain and integrate the existing two-story, 9,000-square-foot Attie Building, located at the corner of Hollywood Boulevard and Wilcox Avenue. The balance of the improvements on the Project Site will be removed to provide for development of the Project. New construction would range from one to 15 stories with a maximum height of 160 feet. Upon completion, the Project Site would include 278,892 square feet, inclusive of the 9,000-square-foot Attie Building, for a FAR of 4.5:1. Approximately 420 parking spaces would be provided in two subterranean and three on- and above-grade parking levels. The Composite Site Plan for the Project is provided in Figure A-3 on page A-7 and the Ground Floor Plan is provided on Figure A-4 on page A-8.

2. Building Design

The Project includes the development of a mixed-use building up to 15 stories in height, restoration/rehabilitation of the Attie Building, and the addition of a one-story commercial building directly adjacent to the east of the Attie Building. As shown in Figure A-5 and Figure A-6 on pages A-9 and A-10, new development would be stepped back from Hollywood Boulevard and would transition from 45 feet along Hollywood Boulevard to 125 feet, and then to a maximum of 160 feet within the southern portion of the Project Site. Landscaped outdoor courtyards and terraces would be integrated throughout the Project Site.

Restoration/rehabilitation of the Attie Building would occur in accordance with the Secretary of Interior Standards for Historic Rehabilitation and would include retention/restoration of the existing on-site mural. Adjacent to the Attie Building, the new low-rise commercial building would replace an existing commercial building that is a non-contributing structure to the Hollywood Boulevard Commercial and Entertainment District. The new commercial building would be approximately 45 feet in height. This building

⁶ *The City's Zone Information and Map Access System (ZIMAS) confirms the Project Site's location within a transit priority area, as defined in the City's Zoning Information File No. 2452.*

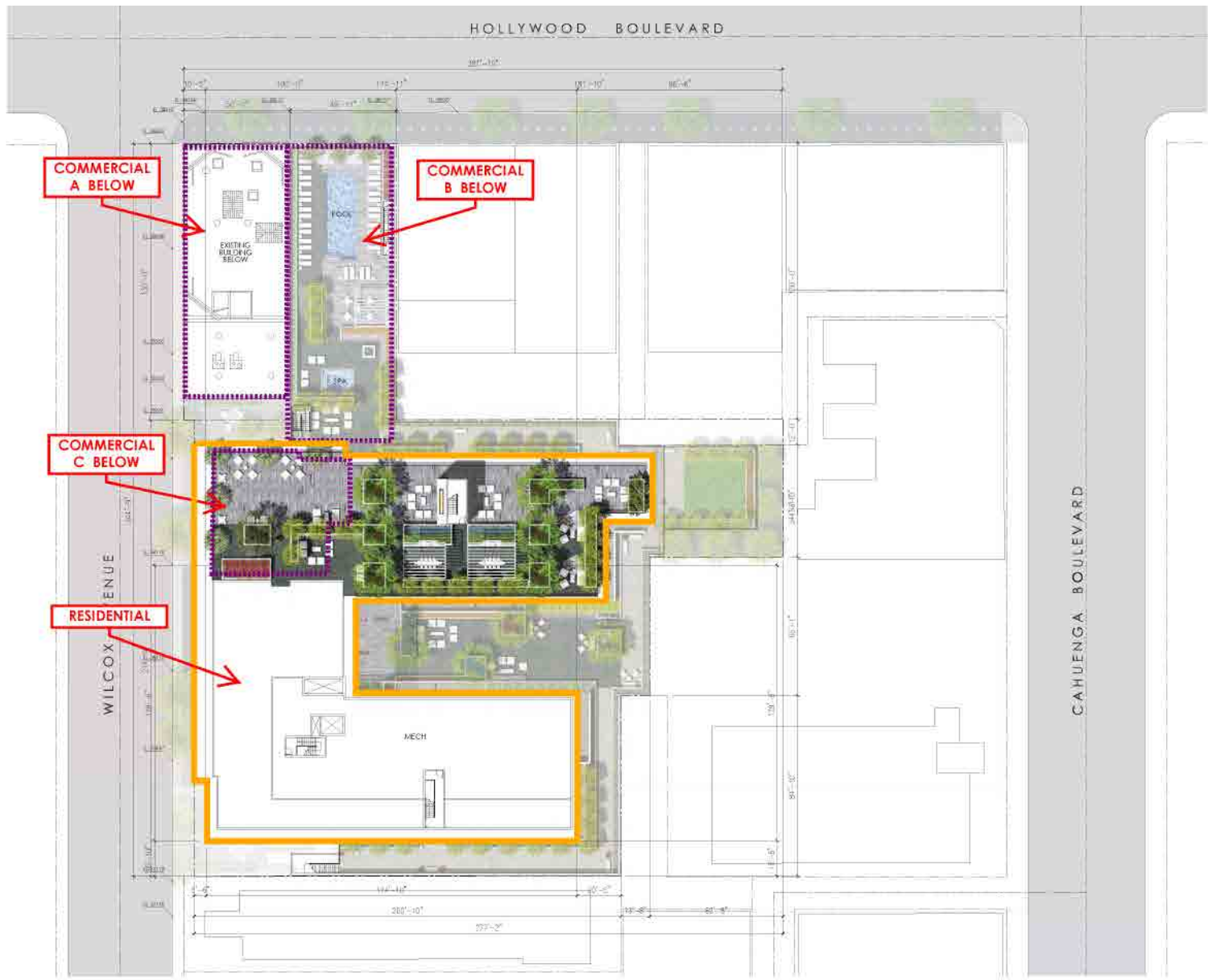
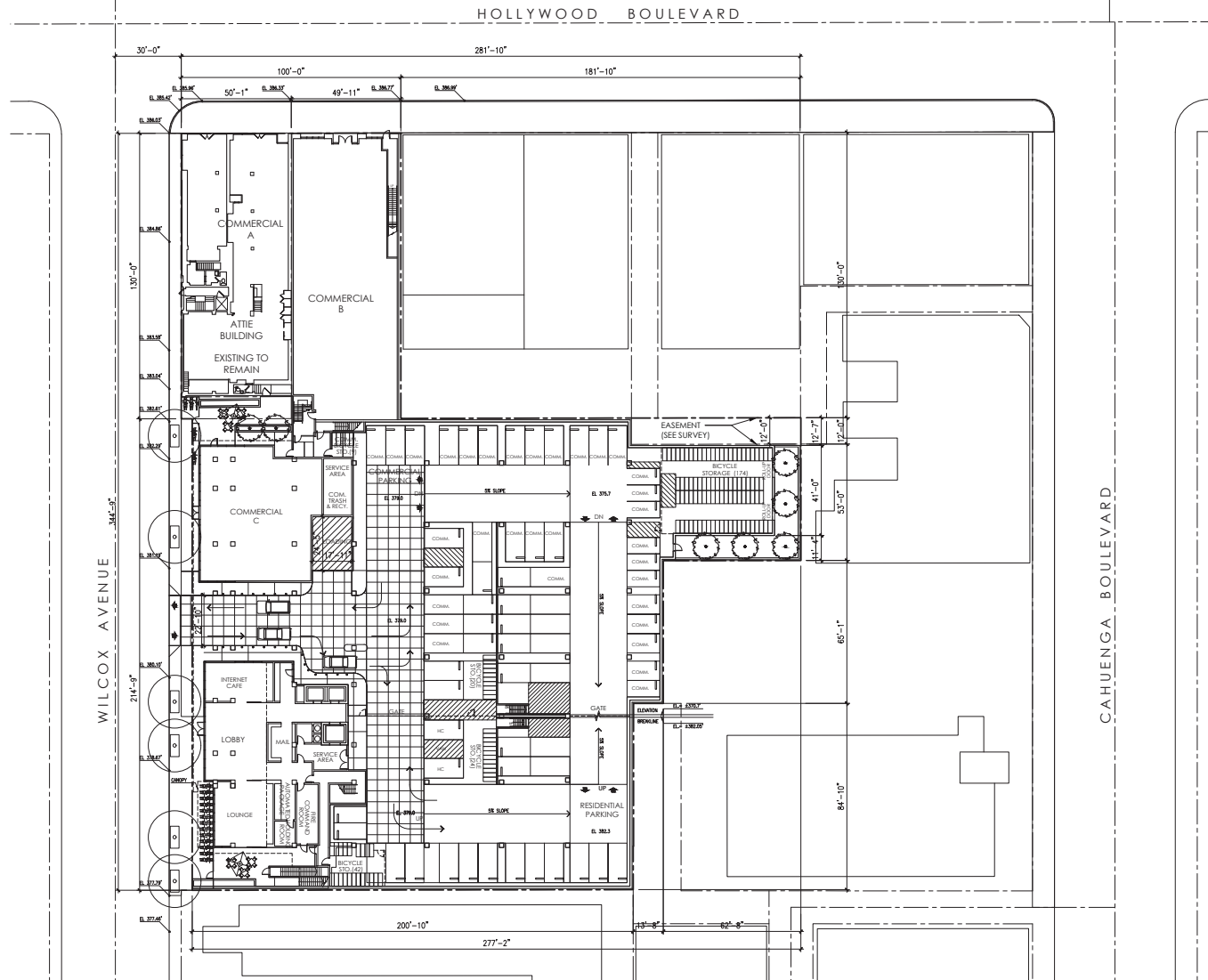


Figure A-3
Composite Site Plan



N
 FLOOR PLAN
 0 15' 30' 75'

Figure A-4
 Ground Floor Plan



NORTH ELEVATION ALONG HOLLYWOOD BOULEVARD



WEST ELEVATION ALONG WILCOX AVENUE

Figure A-5
Conceptual Building Elevations—North and West



EAST ELEVATION



SOUTH ELEVATION

Figure A-6
Conceptual Building Elevations—South and East

would be contemporary in design, but would incorporate elements from the Attie Building so that it would complement the contributing structure. A pool deck that would serve the residential uses in the new mixed-use building would be located on the rooftop of the new commercial building.

Community-serving retail would be located along Hollywood Boulevard, and community-serving retail and restaurant uses, together with residential amenities including a lobby area and lounge, would be located along Wilcox Avenue. An outdoor courtyard, which could be used as an outdoor seating/dining area for a restaurant, would also be incorporated to the north of the commercial use at ground-level along Wilcox Avenue and would be publicly accessible during business hours. Another outdoor courtyard would be accessible to residents only and located at ground-level at the southwest corner of the Project Site, adjacent to the ground-floor residential amenities. Parking would be provided within two subterranean and three on- and above-grade levels. The on- and above-grade parking levels would be centrally located within the Project Site and would be screened from public view by the commercial uses along Hollywood Boulevard and by the commercial uses, residential amenities, and residential uses along Wilcox Avenue. The residential units would be located on levels 3 through 15 of the mixed-use building.

The proposed new development would be modern in design, but would take design cues from nearby historic Hollywood buildings, such as the Taft Building at Hollywood Boulevard and Vine Street, the Warner Theater/Pacific Building, the Security Pacific Bank Building at Hollywood Boulevard and Cahuenga Boulevard, and the Equitable Building. The proposed building's mostly white exterior combined with accents of color pulled from its neighbors presents a modern building that reflects its surroundings through the use of a solid, cementitious exterior and its vertical façade rhythm. The stepped design would also reduce the buildings' perceived height and mass from the generally low-rise development along Hollywood Boulevard. In addition, by adding community-serving retail and restaurant space and the residential amenities on Wilcox Avenue, the Project would promote a pedestrian-friendly environment. A conceptual rendering of the Project is provided in Figure A-7 on page A-12.

3. Open Space and Recreational Amenities

Landscaping would include a mix of trees, shrubs, and large planters and, where feasible, would utilize drought-tolerant plant materials native to Los Angeles. New landscaping would be provided along Wilcox Avenue and in the outdoor seating areas associated with the commercial space and the residential lounge, as well as on the sky deck, fourth floor residential courtyard, and pool deck. The landscape design would incorporate outdoor seating areas.



Figure A-7
Conceptual Rendering

As illustrated in Figure A-3 on page A-7, the Project would provide a variety of open space and recreational amenities. Private open space and recreational amenities available to Project residents would include landscaped courtyards and terraces, a sky deck, a pool deck, gym and yoga studio, theater, library/music room, business center, trellised barbeque area, dog run deck, and private balconies. As part of the Project, two on-site trees would be removed, and the two street trees along Hollywood Boulevard would be retained. Per the requirements of the LAMC, the Project is required to provide 29,150 square feet of open space. The Project proposes 33,750 square feet of open space, which is in excess of this requirement.

4. Signage and Lighting

Project lighting would include low-level exterior lights adjacent to buildings and along pathways for aesthetic, security and wayfinding purposes. No off-premises billboard advertising is proposed as part of the Project. There are three existing billboards over the Attie Building that would remain. All lighting would comply with current energy standards and codes while providing appropriate light levels for accent signage, architectural features, and landscaping elements. Project lighting would minimize light trespass from the proposed buildings and overall Project Site, and minimize sky-glow to increase night sky access. Specifically, all on-site exterior lighting would be automatically controlled via occupancy and photo sensors and/or timers to illuminate only when required. Where appropriate, interior lighting would be equipped with occupancy sensors and/or timers that would automatically extinguish lights when no one is present. All light sources would be shielded and/or directed to minimize spillover onto nearby residential areas.

All exterior and interior lighting would meet high-energy-efficiency requirements utilizing light emitting diode (LED) or efficient fluorescent lighting technology. New street and pedestrian lighting within the public right-of-way would comply with applicable City regulations and would be subject to approval by the Bureau of Street Lighting in order to maintain appropriate and safe lighting levels on both sidewalks and roadways while minimizing light and glare on adjacent properties.

The Project includes a signage program designed to be aesthetically compatible with the proposed architecture on the Project Site and with other signage in the surrounding neighborhood. The three existing billboards, located on the roof of the Attie Building, would remain. Proposed new signage would include general street level tenant/site identification, visitor directional signage and temporary construction signage, as permitted per the LAMC Article 4.4, Sign Regulations.⁷ All on-site signage would be within

⁷ *Article 4.4 of the LAMC as added by Ordinance No. 179,416, effective December 20, 2007.*

the permitted area defined in the LAMC per each sign type and would comply with the applicable provisions of the LAMC. Additionally, signage on the parcels fronting Hollywood Boulevard would comply with the applicable provisions of the Hollywood Signage Supplemental Use District.

5. Access, Circulation, and Parking

Vehicular access to the Project Site would be provided via a new driveway on Wilcox Avenue for commercial and residential parking. In accordance with LAMC requirements, the Project would provide a total of 420 vehicular parking spaces, including 387 spaces for the residential units and 33 spaces for the community-serving retail and restaurant uses. The vehicular parking provided accounts for a permitted 10 percent reduction, pursuant to the Los Angeles Bicycle Parking Ordinance (LAMC Section 12.21-A,4). Parking would be provided in two levels of subterranean and three levels of on- and above-grade parking. As discussed above, the parking on levels 1 and 2 would centrally located within the Project Site and would be shielded from view from public streets by the commercial uses and residential lobby and amenities. The parking on level 3 would be screened by the residential uses that would line the western portion of the parking structure. A loading area would be provided within level 1 and would be shielded from the public right-of-way by the commercial uses on Wilcox Avenue.

The Project would also include short- and long-term bicycle parking, in accordance with LAMC requirements. The Project includes 269 long-term spaces and 35 short-term spaces.

Pedestrian access to the commercial buildings would be provided via the sidewalks along Hollywood Boulevard and Wilcox Avenue. Pedestrian access to the residential building would be provided by a residential lobby located along Wilcox Avenue.

6. Sustainability

The Project would incorporate features to support and promote environmental sustainability. “Green” principles would be incorporated throughout the Project to comply with the City of Los Angeles Green Building Code. These include, but are not limited to, energy-efficient buildings, a pedestrian- and bicycle-friendly site design, and water conservation and waste reduction features. The Project would also utilize sustainable planning and building strategies and incorporate the use of environmentally-friendly materials, such as non-toxic paints and recycled finish materials, whenever feasible. It is anticipated the Project would meet the requirements for the U.S. Green Building Council’s (USGBC) Leadership in Energy Efficiency and Design (LEED) Silver or equivalent. In addition, the Project Site’s proximity to the Metro Red Line Hollywood and Vine Station, as

well as the bus lines on Hollywood Boulevard, Sunset Boulevard, and Vine Street, would encourage and support the use of public transportation and a reduction in vehicle miles traveled by Project residents, employees, and visitors. In accordance with CEQA Guidelines Appendix F, the EIR will provide further information as to energy-consuming equipment and processes that would be used during Project construction and operation, energy requirements of the Project, energy conservation equipment and design features of the Project, energy supplies that would serve the Project, and total estimated daily vehicle trips that would be generated by the Project.

E. Project Construction and Scheduling

Construction of the Project would commence with demolition of the existing buildings, except for the Attie Building which would be retained, and surface parking areas, followed by grading and excavation for the subterranean parking. Building foundations would then be laid, followed by building construction, paving/concrete installation, and landscape installation. Project construction is anticipated to begin in March 2019, taking approximately 24 months with completion anticipated in March 2021. The excavation expected for the subterranean parking would be up to 40 feet below grade. It is estimated that approximately 58,000 cubic yards of export would be hauled from the Project Site during construction activities. During construction, temporary construction fencing would be placed along the periphery of the Project Site to screen much of the construction activity from view at the street level, and graffiti would be removed, as needed, from all temporary walkways and construction fencing throughout the Project construction period.

F. Necessary Approvals

The City of Los Angeles has the principal responsibility for approving the Project. Approvals required for development of the Project may include, but would not be limited to, the following:

- Pursuant to LAMC Section 12.32-F, a Vesting Zone/Height District Change from C4-2D-SN/C4-2D to C4-2D-SN/C4-2D to modify the D Limitation to allow a Floor Area Ratio (FAR) of 4.5:1 in lieu of 2:1;
- Pursuant to LAMC Sections 12.24-T, and 12.24-W,19, a Vesting Conditional Use Permit to allow floor area ratio averaging in a Unified Development;
- Pursuant to LAMC Section 12.24-W,1, a Master Conditional Use Permit to allow the sale of a full line of alcoholic beverages for on-site and off-site consumption within Project restaurants and retail stores;
- Pursuant to LAMC Section 16.05, Site Plan Review;

- Pursuant to LAMC Section 17.15, a Vesting Tentative Tract Map (and haul route approval); and
- Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, excavation permits, foundation permits, street tree removal permits, and building permits.

B. Explanation of Checklist Determinations

Attachment B: Explanation of Checklist Determinations

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 an 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 an EIR with conclusions of impact reached as part of the analysis within the EIR.

I. Aesthetics

In September 2013, Governor Jerry Brown signed Senate Bill (SB) 743, which became effective on January 1, 2014. Among other provisions, SB 743 adds Public Resources Code (PRC) Section 21099, which provides that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area 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 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 City has issued Zoning Information File 2452 (ZI 2452) regarding aesthetic and parking impacts for specified projects located in a transit priority area.¹ ZI 2452 summarizes the provisions of SB 743 and specifies that visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impacts as defined in the City's CEQA Thresholds Guide shall not be considered an impact for infill projects within transit priority areas. Under ZI 2452, a project shall be considered within a transit priority area if all parcels within the project site have no more than 25 percent of their area farther than 0.5 mile from a major transit stop and if not more than 10 percent of the residential units or 100 units, whichever is less, in the project are farther than 0.5 mile from a major transit stop. ZI 2452 also includes a map showing the transit priority areas in the City.

The Project is a mixed-use residential development which is entirely within 0.5 mile of a major transit stop (i.e., the Hollywood/Vine Metro Station 0.25 mile east of the Project Site), and meets PRC Section 21099's definition of an infill site as a lot located within an urban area that has been previously developed. Therefore, pursuant to SB 743 and ZI 2452, the Project's aesthetic impacts shall not be considered a significant impact on the environment as a matter of law.² Notwithstanding the mandate imposed by SB 743, the following aesthetics analysis is provided for informational purposes only.

Would the project:

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

Less Than Significant Impact. A scenic vista is a view of a valued visual resource. Scenic vistas generally include views that provide visual access to large panoramic views of natural features, unusual terrain, or unique urban or historic features, for which the field of view can be wide and extend into the distance, and focal views that focus on a particular object, scene, or feature of interest.

As described in Attachment A, Project Description, of this Initial Study, the Project Site is currently occupied by four low-rise commercial buildings that comprise a total of 29,200 square feet of floor area as well as surface parking. Included in this floor area is the 9,000 square-foot "Attie Building" located at the corner of Hollywood Boulevard and Wilcox

¹ City of Los Angeles, Department of City Planning, Zoning Information File 2452, <http://zimas.lacity.org/documents/zoneinfo/ZI2452.pdf>, accessed March 24, 2017.

² ZI 2452 states that "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 0.5 mile from the major transit stop and if not more than 10 percent of the residential units or 100 units, whichever is less, in the project are farther than 0.5 mile from the major transit stop."

Avenue, which is a contributing structure to the adjacent Hollywood Boulevard Commercial and Entertainment District, which is listed on the National Register. Scenic vistas of this resource from public rights-of-way are limited due to the predominantly flat terrain of the vicinity and the dense, intervening development that blocks long-range, expansive views. Visual resources that can be seen in combination with the Project Site are primarily limited to those located adjacent to the Project Site due to the densely developed nature of the Project Site area. Furthermore, the Attie Building would be retained as part of the Project.

Public views of the Hollywood Hills in the vicinity of the Project Site are primarily available along Wilcox Avenue at Hollywood Boulevard, with a very limited portion of the Hollywood Hills visible at Hudson Avenue and Hollywood Boulevard.

As shown in Figure A-5 and Figure A-6 in Attachment A, Project Description, of this Initial Study, while the Project would develop a new building up to 160 feet in height, it would be stepped back, transitioning from 45 feet along Hollywood Boulevard, to 125 feet, and ultimately to 160 feet within the southern portion of the Project Site. This proposed design featuring setbacks would not obstruct existing views of the Hollywood Hills from either Wilcox Avenue or Hollywood Boulevard. Views of the Hollywood Hills would also continue to be available on an intermittent basis along adjacent northbound roadway segments, including Wilcox Avenue and Hudson Avenue.

Additionally, the Warner Theatre/Pacific Building is located north of the Project Site, across Hollywood Boulevard. The Project has been designed to respect the existing mid-size scale and character of the surrounding area, including the Warner Theatre/Pacific Building. Specifically, the carved panels and sash windows of the Attie Building's second story, which are similar to the south facing features of the Warner Theatre/Pacific Building's south face, would be retained. Public views of this building from Wilcox Avenue are currently, and would continue to be, largely limited by existing intervening structures and development in the vicinity. While the Project would partially block these existing limited views of the Warner Theatre/Pacific Building available along Wilcox Avenue, clearer views of the building along Hollywood Boulevard would remain.

Panoramic views that include the Project Site are available from a variety of vantage points in the Hollywood Hills to the north. As is the case under existing conditions, future views with implementation of the Project would continue to depict the highly urbanized area of the Project vicinity, stretching from Hollywood towards downtown Los Angeles. Despite the increase in building height and density that would result from the Project, the Project Site would remain difficult to discern within the greater fabric of urban development. In terms of long-range views, due to dense intervening development, the Project would not interfere with current views of the downtown skyline and distant horizon line that are

available from public rights-of-way in the vicinity of the Project Site, including but not limited to, Wilcox Avenue, Vine Street, and Hudson Avenue.

Based on the analysis above, the Project would not have a substantial adverse effect on a scenic vista. In accordance with SB 743 and ZI 2452, impacts would not be considered significant, and no mitigation measures are required. No further analysis of this topic in an EIR is required.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, within a state scenic highway?

No impact. The Project Site is not located along a state scenic highway. The nearest officially eligible state scenic highway is along the Foothill Freeway (I-210), approximately 9.5 miles northeast of the Project Site,³ and the nearest City-designated scenic parkway is along Mulholland Drive, approximately 1.5 miles northwest of the Project Site.⁴ Regardless, the Project Site does not include any scenic resources. Specifically, the Project Site is currently developed with four low-rise commercial buildings and associated surface parking. As discussed further below, the Project Site does not include protected trees. In addition, the Project Site does not include rock outcroppings, or other natural features. The Project Site contains the Attie Building, which is a contributor to the Hollywood Boulevard Commercial and Entertainment historic district. However, this building would be retained under the Project and restored/rehabilitated in accordance with the Secretary of the Interior Standards for Historic Rehabilitation. Therefore, the Project would not substantially damage scenic resources, including those located within a state or City-designated scenic highway. In accordance with SB 743 and ZI 2452, impacts would not be considered significant. No impacts would occur and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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

Less Than Significant Impact. There is a wide range of aesthetic characteristics and contrasts within the City of Los Angeles due to the intermingled suburban neighborhoods, dense urban areas, hillside residential areas, and accompanying urban fabric and infrastructure. This urban mosaic is also evident in the vicinity of the Project Site. In the surrounding community, the aesthetic environment reflects a multitude of

³ *California Scenic Highway Mapping System, Los Angeles County, www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm, accessed March 20, 2017.*

⁴ *Mobility Plan 2035, Map A4, Citywide General Plan Circulation System—Central, Midcity Subarea.*

interspersed low-, mid-, and high-rise structures with commercial and residential uses and associated infrastructure. Relative to surrounding development, a somewhat inconsistent visual character is currently evident throughout the Project vicinity due to the eclectic nature and varying age of existing buildings and their associated variations in architecture, building heights, massing, and materials. An analysis of the Project's potential impacts to the existing visual character of the Project Site and surrounding area is provided below.

Construction

Construction activities generally cause a temporary contrast to, and disruption in, the general order and aesthetic character of an area. Although temporary in nature, construction activities may cause a visually unappealing quality in a community. During construction activities for the Project, the visual appearance of the Project Site would be altered due to the removal of the existing structures and the presence of construction equipment. Some of the activity would be visible from roadways adjacent to the Project Site, as well as to viewers within nearby buildings. However, in accordance with Project Design Feature IS-1 below, temporary construction fencing would be placed along the periphery of the Project Site to screen much of the construction activity from view at the street level, and graffiti would be removed, as needed, from all temporary walkways and construction fencing throughout the Project construction period.

Project Design Feature IS-1: Where Project construction is visible from pedestrian locations adjacent to the Project Site and perimeter walls or fencing do not already exist, temporary construction fencing shall be placed along the periphery of the development site to screen construction activity from view at the street level from off-site.

No street trees would be impacted by the Project. There are two on-site trees located within the Project Site, a citrus tree and a carrotwood.⁵ Neither tree is of a species that is protected by the LAMC. Both on-site trees would be removed by the Project and replaced on a 1:1 basis or as determined by the Department of Public Works. Thus, the removal of these trees during construction activities would not substantially alter or degrade the existing visual character of the Project area.

Overall, while affecting the visual character of the Project area on a short-term basis, Project construction activities would not substantially alter or degrade the existing visual character or quality of the Project Site and surrounding area, for the following reasons:

⁵ LRM, "Hollywood and Wilcox: Tree Protection Report," August 19, 2016. This report is included as Appendix IS-1 of this Initial Study.

(1) views of construction activity would be limited in duration and location; (2) the Project Site appearance would be typical of construction sites in urban areas; (3) construction would occur within an urban setting with a high level of human activity and development; and (4) construction fencing would be placed along the periphery of the Project Site to screen much of the construction activity from view at the street level. In accordance with SB 743, impacts would not be considered significant.

Operation

The Project Site is currently occupied by four low-rise commercial buildings that comprise a total of 29,200 square feet. This includes the 9,000 square foot Attie Building which is a contributing structure to the Hollywood Boulevard Commercial and Entertainment District. Three of the four commercial buildings would be removed as part of the Project, with the exception of the Attie Building would remain and would be incorporated into the new development. The existing buildings to be removed are not scenic resources.

As shown in the building elevations provided in Figure A-5 and Figure A-6 in Attachment A, Project Description, of this Initial Study, the Project would be stepped back from Hollywood Boulevard, transitioning from 45 feet along Hollywood Boulevard, to 125 feet, and ultimately to 160 feet within the southern portion of the Project Site. The proposed new buildings would be modern in design, but would take design cues from nearby historic Hollywood buildings, such as the Taft Building at Hollywood Boulevard and Vine Street, the Warner Theater/Pacific Building, the Security Pacific Bank Building at Hollywood Boulevard and Cahuenga Boulevard, and the Equitable Building. The proposed building's mostly white exterior combined with accents of color pulled from its neighbors presents a modern building that reflects its surroundings through the use of a solid, cementitious exterior and its vertical façade rhythm. Restoration/rehabilitation of the Attie Building would occur in accordance with the Secretary of Interior Standards for Historic Rehabilitation and would include retention/restoration of the existing on-site mural. As shown in Figure A-5 and Figure A-6 of Attachment A, the stepped design would also reduce the buildings' perceived height and mass from the generally low-rise development along Hollywood Boulevard. Additionally, proposed parking to be provided on-site would be located within two subterranean levels and three on- and above-grade levels which would be largely screened by the proposed building from off-site public views along surrounding streets. The parking on levels 1 and 2 would be shielded from view by the commercial use and residential lobby and amenities on Wilcox Avenue. Parking on level 3 would be shielded from view by apartments, which would provide a unified building façade above the podium.

As part of the Project, the perimeter sidewalks would be enhanced with new landscaping. Specifically, the Project would provide new street trees and landscaping along Wilcox Avenue, which currently features very limited landscaping.

As discussed above, the aesthetic environment of the Project vicinity reflects a multitude of interspersed low-, mid-, and high rise structures with commercial and residential uses and associated infrastructure. The Project would become part of this urban fabric and the Project massing, height, and aesthetic character would be consistent with many of the existing and proposed commercial and residential structures in the vicinity of the Project Site. In particular, as shown in Figure A-5 and Figure A-6 in Attachment A, the Project's stepped design beginning with buildings 45 feet in height along the Hollywood Boulevard frontage would ensure the building would blend into the existing streetscape. In addition, the proposed maximum height of up to 15 stories and approximately 160 feet at one area of the building would be generally consistent with other building heights in the vicinity, including the CNN Building (14 stories), the proposed Ivar Gardens project (21 stories), the Sunset Vine Tower (22 stories), and the Hollywood Proper Residences at Columbia Square (23 stories). Furthermore, the Project area continues to change, with new and ongoing developments incorporating mixed uses with mid- and high-rise buildings of contemporary design. The Project would not be in substantial conflict with the surrounding visual environment in terms of building height, design, massing, and scale.

Project signage would be designed to be aesthetically compatible with the proposed architecture of the Project and other signage in the area. The three existing billboards, located on the roof of the Attie Building, would remain. Additionally, the Project is in the Hollywood Signage Supplemental Use District (HSSUD) and would comply with all related requirements under this district. Proposed signage would include mounted project identity signage, building and commercial tenant signage, and general ground-level and wayfinding pedestrian signage. Wayfinding signs would be located at parking garage entrances, elevator lobbies, vestibules, and residential corridors.

Overall, while the Project would change the visual character of the Project Site, the building height, design, massing, and scale would be compatible with the existing urban uses that set the aesthetic character of the vicinity. Based on the analysis above, the Project would not substantially degrade the existing visual character or quality of the Project Site or surrounding vicinity. In accordance with SB 743 and ZI 2452, impacts would not be considered significant.

Shading

As provided in the LA CEQA Thresholds Guide, the visual character or quality of a site and its surroundings can also be affected by shading cast upon adjacent areas by

proposed structures. Shadows may provide positive effects, such as cooling effects during warm weather, or negative effects, such as the loss of natural light necessary for solar energy purposes, or the loss of warming influences during cool weather. Shadow effects depend on several factors, including the local topography, height and bulk of a project's structural elements, sensitivity of adjacent land uses, existing conditions on adjacent land uses, season, and duration of shadow projection. According to the LA CEQA Thresholds Guide, facilities and operations sensitive to the effects of shading include: routinely useable outdoor spaces associated with residential, recreational, or institutional land uses (e.g., schools, convalescent homes); commercial uses such as pedestrian-oriented outdoor spaces or restaurants with outdoor dining areas; nurseries; and existing solar collectors. According to the LA CEQA Thresholds Guide, a proposed project would have a significant shading impact if shadow sensitive uses would be shaded by project-related structures for more than three hours between the hours of 9:00 A.M. and 3:00 P.M. Pacific Standard Time (between early November and early March), or more than four hours between the hours of 9:00 A.M. and 5:00 P.M. Pacific Daylight Time (between early March and early November).

As previously discussed, land uses surrounding the Project Site include a one-story retail building immediately to the east on Hollywood Boulevard, a three-story hotel to the south, the four-story Hollywood Pacific Theatre building to the north across Hollywood Boulevard, and one-story commercial buildings and surface parking to the west across Wilcox Avenue. None of these uses are considered sensitive to shading and they do not contain routinely useable outdoor spaces including outdoor dining areas, patios, or pools. Therefore, the shadows to be generated by the Project would not substantially degrade the existing visual character or quality of the Project Site and its surroundings. In accordance with SB 743 and ZI 2452, impacts would not be considered significant, and no mitigation measures are required. No further analysis of this topic in an EIR is required.

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

Less Than Significant Impact. The Project Site currently generates moderate levels of light and glare typical of commercial development. Light sources include low-level security lighting, vehicle headlights, interior lighting emanating from the existing buildings on the Project Site, parking lot lighting, and architectural lighting. Glare sources within the Project Site include glass and metal vehicle and building surfaces. The surrounding ambient nighttime lighting environment is typical of a developed, urban environment. The primary nighttime lighting sources in the Project Site vicinity include interior light spillage from buildings, vehicle headlights along roadways and in parking areas, signage, street lamps, and security/parking lighting.

The Project would introduce new sources of light and glare that are typically associated with residential and commercial uses, including architectural lighting, signage

lighting, interior lighting, and security and wayfinding lighting. Surrounding uses that are considered sensitive to nighttime light include the ten-story Dream Hotel, located southeast of the Project Site. In the immediate Project vicinity, the nearest off-site receptors that are considered sensitive relative to daytime glare and have views of the Project Site are motorists along Wilcox Avenue and Hollywood Boulevard.

Construction

In accordance with the provisions of LAMC Section 41.40, construction activities would occur between 7:00 A.M. and 9:00 P.M. on weekdays and between 8:00 A.M. and 6:00 P.M. on Saturdays and national holidays, with no construction permitted on Sundays. Therefore, construction would occur primarily during daylight hours, and construction lighting would only be used for the duration needed if construction were to occur in the evening hours during the winter season when daylight is no longer sufficient. Therefore, there would be a negligible potential for nighttime glare associated with construction activities to occur. Furthermore, construction-related illumination would be used for safety and security purposes only, and would be shielded and/or aimed so that no direct beam illumination is provided outside of the Project Site boundary. Therefore, construction activities would not result in a new source of substantial light which would adversely affect nighttime views in the area. In accordance with SB 743 and ZI 2452, impacts would not be considered significant.

Daytime glare could potentially occur during construction activities if reflective construction materials were positioned in highly visible locations where the reflection of sunlight could occur. However, any glare would be highly transitory and short-term, given the movement of construction equipment and materials within the construction area and the temporary nature of construction activities. In addition, large, flat surfaces that are generally required to generate substantial glare are typically not an element of construction activities. Therefore, construction activities would not result in a new source of substantial light which would adversely affect day views in the area. In accordance with SB 743 and ZI 2452, impacts would not be considered significant.

Operation

The Project would replace most of the existing on-site buildings and parking areas with new buildings. Thus, the Project would eliminate sources of glare associated with the existing surface parking lot. New sources of artificial lighting that would be introduced by the Project would include: low-level interior lighting visible through the windows of the buildings; signage lighting; architectural lighting on the building, including lighting associated with rooftop uses and activities; low-level security and wayfinding lighting; landscape lighting; and automobile headlights. New sources of glare would include building surfaces and Project-related vehicles.

The proposed lighting sources would be similar to other lighting sources in the Project vicinity and would not generate artificial light levels that are out of character with the surrounding area, which is densely developed and characterized by a high degree of human activity during the day and night. All exterior lights, including lights on the terraces and rooftop, would be directed towards the interior of the Project Site to avoid light spillover onto adjacent sensitive uses. The stepped back design would further ensure that lighting on the upper levels and the rooftop is concentrated in the central portion of the building, and would provide space along the building edges to serve as a buffer for rooftop light spillover. Project lighting would also meet all applicable LAMC lighting standards. As required by LAMC Sec. 93.0117(b), exterior light sources and building materials would not cause more than two (2) foot-candles of lighting intensity or generate direct glare onto exterior glazed windows or glass doors on any property containing residential units; an elevated habitable porch, deck, or balcony on any property containing residential units; or any ground surface intended for uses such as recreation, barbecue or lawn areas, or any other property containing a residential unit or units. In accordance with Project Design Feature IS-2 below, Project lighting would be installed so as to not illuminate adjacent properties.

Project Design Feature IS-2: Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above.

As discussed above, Project signage would include building identity signage and directional/wayfinding signs. In general, new signage would be architecturally integrated into the design of the building and would establish appropriate identification for the commercial and residential uses. Project signage would be illuminated by means of low-level external lighting, internal halo lighting, or ambient light. Exterior lights would be directed onto signs to avoid creating off-site glare, in accordance with the HSSUD. In accordance with the LAMC (Chapter 1, Article 4.4, Section 14.4.4 E), illumination used for Project signage would be limited to a light intensity of 3 foot-candles above ambient lighting, as measured at the property line of the nearest residentially zoned property.

With regard to glare, the Project would be designed in a contemporary architectural style and would feature various surface materials. Building materials could include concrete, stucco, aluminum, and glass. The Project would use non-reflective glass or glass that has been treated with a non-reflective coating in all exterior windows and building surfaces to reduce potential glare from reflected sunlight. Metal building surfaces would be used as accent materials and would not cover expansive spaces. Therefore, these materials would not have the potential to produce a substantial degree of glare. In addition, the proposed parking areas would be enclosed, which would eliminate the reflection potential from parked cars as viewed from surrounding areas and roadways during the day

and night, and would substantially reduce lighting levels from vehicle headlights during the night. While headlights from vehicles entering and exiting the Project's driveways would be visible from the residential receptors immediately north and west of the Project Site during the evening hours, such lighting sources would be typical for the Project area and would not be anticipated to result in a substantial adverse impact.

Based on the above, lighting and glare associated with Project operation would not result in a new source of substantial light or glare which would adversely affect day or nighttime views in the area. In accordance with SB 743 and ZI 2452, impacts would not be considered significant, and no mitigation measures are required. No further analysis of this topic in an EIR is required.

II. Agriculture and Forest Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California 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. 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 located in an urbanized area of the City of Los Angeles. As discussed in Attachment A, Project Description, of this Initial Study, the Project Site is currently developed with four low-rise commercial buildings and associated surface parking. In addition, the uses surrounding the Project Site include commercial and residential uses. No agricultural uses or operations occur on-site or in the vicinity of the Project Site. The Project Site and surrounding area are also not mapped as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency

Department of Conservation.⁶ As such, the Project would not convert farmland to a non-agricultural use. No impacts would occur and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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

No Impact. The Project Site is zoned C4-2D-SN (Commercial, Height District 2 with Development Limitation, and HSSUD) and C4-2D (Commercial, Height District 2 with Development Limitation) by the Hollywood Community Plan Map. The Project Site is not zoned for agricultural use. Furthermore, no agricultural zoning is present in the surrounding area. The Project Site and surrounding area are also not enrolled under a Williamson Act Contract.⁷ Therefore, the Project would not conflict with any zoning for agricultural uses or a Williamson Act Contract. No impacts would occur and no mitigation measures are required. No further evaluation of this topic in an 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 previously discussed, the Project Site is located in an urbanized area and is currently developed with four low-rise commercial buildings and associated surface parking. The Project Site does not include any forest land or timberland. In addition, the Project Site is currently zoned for commercial uses. The Project Site is not zoned for forest land and is not used as forest land.⁸ Therefore, the Project would not conflict with existing zoning for, or cause rezoning of, forest land or timberland as defined by the Public Resources Code. No impacts would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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

⁶ City of Los Angeles Department of City Planning, *Zone Information and Map Access System (ZIMAS), Parcel Profile Report*, <http://zimas.lacity.org/>, accessed March 20, 2017.

⁷ California Department of Conservation, *Los Angeles County Williamson Act FY 2015/2016, 2016*.

⁸ City of Los Angeles Department of City Planning, *Zone Information and Map Access System (ZIMAS), Parcel Profile Report*, <http://zimas.lacity.org/>, accessed March 20, 2017.

No Impact. As previously discussed, the Project Site is located in an urbanized area and does not include any forest land or timberland. Therefore, the Project would not result in the loss or conversion of forest land to non-forest use. No impacts would occur, and no mitigation measures are required. No further evaluation of this topic in an 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. The Project Site is located in an urbanized area of the City of Los Angeles and does not include farmland. The Project Site and surrounding area are not mapped as farmland, are not zoned for farmland or agricultural use, and do not contain any agricultural uses.⁹ As such, the Project would not result in the conversion of farmland to non-agricultural use. No impacts would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

III. Air Quality

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

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

Potentially Significant Impact. The Project Site is located within the 6,700 square-mile South Coast Air Basin (the Basin). Within the Basin, the South Coast Air Quality Management District (SCAQMD) is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the Basin is in non-attainment (i.e., ozone, particulate matter less than 2.5 microns in size [PM_{2.5}], and lead¹⁰). The SCAQMD's 2012 Air Quality Management Plan (AQMP) contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. These strategies are developed, in part, based on regional population, housing, and employment projections prepared by the Southern California Association of Governments (SCAG). SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial Counties, and addresses regional issues relating to

⁹ City of Los Angeles Department of City Planning, *Zone Information and Map Access System (ZIMAS), Parcel Profile Report*, <http://zimas.lacity.org/>, accessed March 20, 2017.

¹⁰ *Partial Nonattainment designation for the Los Angeles County portion of the Basin only.*

transportation, the economy, community development and the environment.¹¹ With regard to future growth, SCAG has prepared the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016–2040 RTP/SCS), which provides population, housing, and employment projections for cities under its jurisdiction. The growth projections in the 2016–2040 RTP/SCS are based on growth projections in local general plans for jurisdictions in SCAG’s planning area.

Construction and operation of the Project may result in an increase in stationary and mobile source air emissions. As a result, development of the Project could have a potential adverse effect on the SCAQMD’s implementation of the AQMP. Therefore, the EIR will provide further analysis of the Project’s consistency with the SCAQMD’s AQMP.

With regard to the Project’s consistency with the Congestion Management Program (CMP) administered by the Los Angeles County Metropolitan Transportation Authority (Metro), see Response to Checklist Question XVI.b, Transportation/Traffic, below.

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

Potentially Significant Impact. The Project would result in increased air pollutant emissions from the Project Site during construction (short-term) and operation (long-term). Construction-related pollutants would be associated with sources such as construction worker vehicle trips, the operation of construction equipment, site grading and preparation activities, and the application of architectural coatings. During Project operation, air pollutants would be emitted on a daily basis from motor vehicle travel, natural gas consumption, and other on-site activities. Therefore, the EIR will provide further analysis of the Project’s construction and operational air pollutant emissions.

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

Potentially Significant Impact. As discussed above, construction and operation of the Project would result in the emission of air pollutants in the Basin, which is currently in non-attainment of federal air quality standards for ozone, PM_{2.5} and lead, and State air quality standards for ozone, particulate matter less than 10 microns in size (PM₁₀), and

¹¹ SCAG serves as the federally designated metropolitan planning organization (MPO) for the Southern California region.

PM_{2.5}. Therefore, implementation of the Project could potentially contribute to air quality impacts, which could cause a cumulative impact in the Basin. Therefore, the EIR will provide further analysis of cumulative air pollutant emissions associated with the Project.

d. Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. As discussed above, the Project would result in increased air pollutant emissions from the Project Site during construction (short-term) and operation (long-term). Sensitive receptors located in the vicinity of the Project Site include residential uses to the north, west, and east of the Project Site. Therefore, the EIR will provide further analysis of the Project's potential to result in substantial adverse impacts to sensitive receptors.

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

Less Than Significant Impact. No objectionable odors are anticipated as a result of either construction or operation of the Project. Specifically, construction of the Project would involve the use of conventional building materials typical of construction projects of similar type and size. Any odors that may be generated during construction would be localized and temporary in nature and would not be sufficient to affect a substantial number of people.

With respect to Project operation, according to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The Project would not involve these types of uses. The proposed restaurant uses would comply with SCAQMD Rule 1138 which pertains to restaurant emissions. In addition, on-site trash receptacles would be contained, located, and maintained in a manner that promotes odor control, and would not result in substantially adverse odor impacts.

Construction and operation of the Project would also comply with SCAQMD Rule 402, which states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.¹²

¹² SCAQMD. *Rule 402, Nuisance*, www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-402.pdf, accessed March 20, 2017.

Based on the above, the potential odor impact during construction and operation of the Project would be less than significant and no mitigation measures are required. No further analysis of this topic in an EIR is required.

IV. Biological Resources

Would the project:

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

Less Than Significant Impact. The Project Site is located in an urbanized area and is currently developed with four low-rise commercial buildings and associated surface parking. Landscaping within the Project Site is limited, with ornamental trees located along Hollywood Boulevard and two trees within the surface parking lot, a citrus tree and a carrotwood.¹³ Due to the improved nature of the Project Site and the surrounding areas, and lack of large expanses of open space areas, species likely to occur on-site are limited to small terrestrial and avian species typically found in developed settings. Therefore, the Project would not have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Impacts would be less than significant and no mitigation measures are required. No further evaluation of this topic in an 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, or regulations by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?**

No Impact. The Project Site is located in an urbanized area and is currently developed with four low-rise commercial buildings and associated surface parking. No riparian or other sensitive natural community exists on the Project Site or in the immediate surrounding area. Therefore, the Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community. No impact would occur and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

¹³ LRM, "Hollywood and Wilcox: Tree Protection Report," August 19, 2016. This report is included as Appendix IS-1 of this Initial Study.

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. The Project Site is located in an urbanized area and is currently developed with four low-rise commercial buildings and associated surface parking. No water bodies or federally protected wetlands as defined by Section 404 of the Clean Water Act exist on the Project Site or in the immediate vicinity of the Project Site. As such, the Project would not have an adverse effect on federally protected wetlands. No impact would occur and no mitigation measures are required. No further evaluation of this topic in an 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 Impact. As described above, the Project Site is located in an urbanized area and is currently developed with four low-rise commercial buildings and associated surface parking. In addition, the areas surrounding the Project Site are fully developed and there are no large expanses of open space areas within and surrounding the Project Site which provide linkages to natural open spaces areas and which may serve as wildlife corridors. Accordingly, development of the Project would not interfere substantially with any established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites. Furthermore, no water bodies that could serve as habitat for fish exist on the Project Site or in the vicinity of the Project Site. Notwithstanding, although unlikely, the two ornamental trees (i.e., one citrus tree and one carrotwood)¹⁴ that would be removed during construction of the Project could potentially provide nesting sites for migratory birds. However, the Project would comply with the Migratory Bird Treaty Act, which regulates vegetation removal during the nesting season to ensure that significant impacts to migratory birds would not occur. In accordance with the Migratory Bird Treaty Act, tree removal activities would take place outside of the nesting season (February 15–September 15), if and to the extent feasible. To the extent that vegetation removal activities must occur during the nesting season, a biological monitor would be present during the removal activities to ensure that no active nests would be impacted. If active nests are found, a 300-foot buffer (500 feet for raptors) would be established until the fledglings have left the nest. With compliance with the Migratory Bird

¹⁴ LRM, "Hollywood and Wilcox: Tree Protection Report," August 19, 2016. This report is included as Appendix IS-1 of this Initial Study.

Treaty Act, the impact would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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

Less Than Significant Impact. The City's protected tree regulations in Chapter 4, Article 6 (Protected Tree Regulations) and Section 17.05-R of the LAMC (Protected Tree Regulations) regulate the relocation or removal of specified protected trees, which include all Southern California native oak trees (excluding scrub oak), California black walnut trees, Western sycamore trees, and California Bay trees of at least four inches in diameter at breast height. According to the tree protection report completed for the Project in August 2016 and included as Appendix IS-1 of this Initial Study, none of the ornamental trees on-site are subject to the City's Protected Tree Relocation and Replacement Ordinance. In addition, the two ornamental street trees along Hollywood Boulevard would remain. Therefore, the Project would not conflict with any local policies or ordinances protecting biological resources. Impacts would be less than significant and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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. The Project Site is located in an urbanized area and is currently developed with four low-rise commercial buildings and associated surface parking. As previously described, landscaping within the Project Site is limited, with ornamental trees located along Hollywood Boulevard and within the surface parking lot. The Project Site does not support any habitat or natural community. Accordingly, no Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plans apply to the Project Site. Thus, the Project would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other related plans. No impact would occur and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

V. Cultural Resources

Would the project:

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

Potentially Significant Impact. Section 15064.5 of the CEQA Guidelines generally defines a historic resource as a resource that is: (1) listed in, or determined to be eligible

for listing in the California Register of Historical Resources (California Register); (2) included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code); or (3) identified as significant in an historical resources survey (meeting the criteria in Section 5024.1(g) of the Public Resources Code). In addition, any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register. The California Register automatically includes all properties listed in the National Register of Historic Places (National Register) and those formally determined to be eligible for listing in the National Register.

As discussed in Attachment A, Project Description, of this Initial Study, the Project Site is currently developed with four low-rise commercial buildings and associated surface parking. Known historic resources are located within and adjacent to the Project Site, including the Attie Building, which would be retained and integrated into the Project. Additionally, the Attie Building is a contributing structure to the adjacent Hollywood Boulevard Commercial and Entertainment District, which is listed on the National Register. Therefore, the EIR will provide further analysis of the Project's potential to result in impacts to historic resources.

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

Potentially Significant Impact. Section 15064.5(a)(3)(D) of the 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 located within a highly urbanized area and has been subject to grading and development in the past. Thus, surficial archaeological resources that may have existed at one time have likely been previously disturbed. Nevertheless, the Project would require grading, excavation, and other construction activities that could have the potential to disturb previously undiscovered archaeological resources. Therefore, the EIR will provide further analysis of the Project's potential impacts to archaeological resources.

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

Potentially Significant Impact. Paleontological resources are the fossilized remains of organisms that have lived in a region in the geologic past and whose remains are found in the accompanying geologic strata. This type of fossil record represents the primary source of information on ancient life forms, since the majority of species that have existed on earth from this era are extinct. Although the Project Site has been previously graded and developed, the Project would require grading and excavation to greater depths than those having previously occurred which would have the potential to disturb undiscovered paleontological resources that may exist within the Project Site. Therefore, the EIR will provide further analysis of the Project's potential impacts to paleontological resources.

d. Disturb any human remains, including those interred outside of dedicated cemeteries?

Potentially Significant Impact. As discussed above, the Project Site is located within an urbanized area and has been subject to previous grading and development. No known traditional burial sites have been identified on the Project Site. Nevertheless, as the Project would require excavation at depths greater than those having previously occurred on the Project Site, the potential exists for the Project to uncover human remains. Therefore, the EIR will provide further analysis of this topic.

VI. Geology and Soils

The following analysis is based, in part, on the Preliminary Geotechnical Engineering Report (Geotechnical Report) and the Surface Fault Rupture Hazard Evaluation (Fault Rupture Report), prepared for the Project by Earth Systems Southern California, dated October 7, 2016 and October 24, 2016 respectively. These reports are included as Appendices IS-2 and IS-3 of this Initial Study, respectively. The Los Angeles Department of Building and Safety (LADBS) has reviewed and approved the Geotechnical Report and Fault Rupture Report. LADBS Approval Letters dated April 20, 2017 for the Geotechnical Report and dated May 19, 2017, for the Fault Rupture Report are included their respective appendices.

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. Thus, 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.

Would the project:

- a. **Expose people or structures into areas that are susceptible 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.**

Less Than Significant Impact. Fault rupture occurs when movement on a fault deep within the earth breaks through to the surface. Based on criteria established by the California Geological Survey (CGS), faults can be classified as active, potentially active, or inactive. Active faults are those having historically produced earthquakes or shown evidence of movement within the past 11,000 years (during the Holocene Epoch). Potentially active faults have demonstrated displacement within the last 1.6 million years (during the Pleistocene Epoch) while not displacing Holocene Strata. Inactive faults do not exhibit displacement younger than 1.6 million years before the present. In addition, there are buried thrust faults, which are faults with no surface exposure. Due to their buried nature, the existence of buried thrust faults is usually not known until they produce an earthquake.

The CGS establishes regulatory zones around active faults, called Alquist-Priolo Earthquake Fault Zones (previously called Special Study Zones). These zones, which extend from 200 to 500 feet on each side of the known fault, identify areas where a potential surface fault rupture could prove hazardous for buildings used for human occupancy. Development projects located within an Alquist-Priolo Earthquake Fault Zone are required to prepare special geotechnical studies to characterize hazards from any potential surface ruptures. In addition, the City of Los Angeles designates Fault Rupture Study Areas along the sides of active and potentially active faults to establish areas of potential hazard due to fault rupture.

Although the Project Site is located outside of the Alquist-Priolo Earthquake Fault Zone for the Hollywood Fault, it is located approximately 700 feet south of the projected

surface trace of the fault. Given its proximity to the Hollywood Fault, the Fault Rupture Report studied the possibility of fault rupture on the Project Site. Numerous underground borings extending to depths between 62 to 92 feet below grade were evaluated to assess whether buried soils and associated stratigraphy were continuous and unbroken across the Project Site. No vertical anomalies or steps that could be attributed to faulting were identified. Therefore, the potential for surface fault rupture on the Project Site during the life of the Project is considered to be very low and no restricted use zones related to surface fault rupture will be required. Furthermore, the Project would not exacerbate existing fault rupture conditions. Compliance with the existing state and local regulations, including the 2016 California Building Code and the Los Angeles Building Code (LABC), would ensure the Project is consistent with applicable seismic design criteria and with existing seismic safety regulations. Further, the 2010 LABC (as amended in 2014), with which the Project would be required to comply, contains construction requirements to ensure that structures are built to a level such that they can withstand acceptable seismic risk. Therefore, the Project would not expose people or structures to substantial adverse effects associated with fault rupture, and would not cause or exacerbate seismic conditions on the Project Site. Impacts would be less than significant and no mitigation measures are required. No further analysis of this topic in an EIR is required.

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

Less Than Significant Impact. The Project Site is located in the seismically active Southern California region and could be subjected to moderate to strong ground shaking in the event of an earthquake on one of the many active Southern California faults. As discussed above, the closest active fault is the Hollywood Fault, which is located approximately 700 feet north of the Project Site.¹⁵

The Project would increase the amount of development on-site, thereby increasing the number of residents, employees, and visitors on-site. However, as with any new development in the State of California, building design and construction for the Project would be required to conform to the current seismic design provisions of the California Building Code. The 2016 California Building Code incorporates the latest seismic design standards for structural loads and materials as well as provisions from the National Earthquake Hazards Reduction Program to mitigate losses from an earthquake and provide for the latest in earthquake safety. Additionally, construction of the Project would be required to adhere to the seismic safety requirements contained in the Los Angeles Building Code, as well as the applicable recommendations provided in the geotechnical

¹⁵ *Earth Systems Southern California, "Surface Fault Rupture Hazard Evaluation," October 24, 2016. This report is included in Appendix IS-3 of this Initial Study.*

investigations required by the City to minimize seismic-related hazards. In addition, the Project would not exacerbate existing environmental conditions with regard to seismic ground shaking. Adherence to current building codes and engineering practices would ensure that the Project would not expose people, property or infrastructure to seismically induced ground shaking hazards that are greater than the average risk associated with locations in the Southern California region, and would minimize the potential to expose people or structures to substantial risk, loss, or injury. Based on the above, development of the Project would not exacerbate seismic conditions on the Project Site. Thus, with compliance with regulatory requirements, impacts associated with seismic ground shaking would be less than significant and no mitigation measures are required. No further analysis of this topic in an EIR is required.

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

Less Than Significant Impact. Liquefaction is a form of earthquake-induced ground failure that occurs primarily in relatively shallow, loose, granular, water-saturated soils. Liquefaction can occur when these types of soils lose their shear strength due to excess water pressure that builds up during repeated seismic shaking. A shallow groundwater table, the presence of loose to medium dense sand and silty sand, and a long duration and high acceleration of seismic shaking are factors that contribute to the potential for liquefaction. Liquefaction usually results in horizontal and vertical movements from lateral spreading of liquefied materials.

The State of California does not classify the Project Site as part of a potentially liquefiable area.¹⁶ However, the City's General Plan maps the Project Site as being prone to liquefaction.¹⁷ Therefore, the issue was analyzed in the Geotechnical Report. As discussed in detail therein, based on the groundwater depth encountered in soil borings and the regional groundwater data provided by the County, groundwater beneath the Project Site is greater than 50 feet below the bottom of the proposed subterranean parking structure. Liquefaction of soils in excess of 50 feet below a structure typically has a minimal impact on structures at the surface. Therefore, because of a lack of near-surface groundwater beneath the site, the potential for liquefaction-induced damage to the proposed structures is considered negligible. Thus, the Project would not expose people or structures to substantial adverse effects associated with liquefaction, and the Project would

¹⁶ *State of California, California Geological Survey, Earthquake Zones of Required Investigation Hollywood Quadrangle, updated November 6, 2014.*

¹⁷ *City of Los Angeles, Safety Element of the Los Angeles City General Plan, Exhibit B, November 26, 1996, p. 49.*

not exacerbate existing conditions with regard to liquefaction. As such, potential impacts associated with liquefaction would be less than significant and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

The potential for seismically induced settlement of dry sands was also evaluated. Based on the calculations discussed in the Geotechnical Report, seismically induced settlement below the subterranean parking level could range from 1.0 to 1.4 inches and differential settlements as a result of a seismic event are anticipated to be approximately 0.5 inch. The Geotechnical Report recommends a relatively rigid foundation system such as a structural mat slab or stiff post-tensioned slab. Specifically, it is recommended that the structural foundation for the proposed high-rise building be designed to accommodate the anticipated total and differential ground settlements and localized loss of ground support. To minimize the effects of differential ground movement on the proposed structure, it is recommended that the main 15-story tower be supported by a relatively rigid foundation system such as a structural mat slab or stiff post-tensioned slab. It is further recommended that the proposed 1-story building on the north side of the main tower should be supported by a rigid foundation system (i.e., reinforced conventional spread footings tied together with tie-beams) underlain by a compacted engineered fill pad. However, other means of addressing this hazard such as ground improvement (grouting, stone columns, etc...) or deep pile foundations are also available. These methods would require additional design, calculation, and review and approval by the LADBS to ensure the same anticipated levels of seismically induced settlement can be accommodated. Regardless of the method ultimately used, a final design-level geotechnical report would be prepared for the Project, which would in turn be reviewed and approved by LADBS prior to the issuance of building permits, pursuant to established regulatory requirements. Based on the above, the Project would not exacerbate existing conditions with regard to seismically induced settlement of dry sands. Impacts would be less than significant and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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

Less Than Significant Impact. Landslides generally occur in loosely consolidated, wet soil and/or rocks on steep sloping terrain. The Project Site and surrounding area are fully developed and generally characterized by flat topography. In addition, the Project Site is not located in a landslide area as mapped by the State,¹⁸ nor is the Project Site mapped

¹⁸ *State of California, California Geological Survey, Earthquake Zones of Required Investigation Hollywood Quadrangle, updated November 6, 2014.*

as a landslide area by the City of Los Angeles.^{19,20} Development of the Project would not substantially alter the existing topography of the Site. Therefore, the Project would not exacerbate existing conditions that would result in the exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. As such, potential impacts associated with landslides would be less than significant and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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

Less Than Significant Impact. Development of the Project would require grading and excavation and other construction activities that have the potential to disturb existing soils and expose soils to rainfall and wind, thereby potentially resulting in soil erosion. Although Project development has the potential to result in the erosion of soils, this potential would be reduced by implementation of standard erosion controls imposed during site preparation and grading activities. Specifically, all grading activities would require grading permits from the City's Department of Building and Safety, which would include requirements and standards designed to limit potential impacts associated with erosion to acceptable levels. In addition, on-site grading and site preparation would comply with all applicable provisions of Chapter IX, Article 1 of the LAMC, which addresses grading, excavations, and fills. Additionally, as discussed further below in Section IX, Hydrology and Water Quality, the Project would be required to comply with the City's Low Impact Development (LID) ordinance and the requirements of the National Pollutant Discharge Elimination System (NPDES) Construction General Permit, which requires the implementation of best management practices (BMPs) to limit stormwater runoff, which can contribute to erosion. Regarding soil erosion during Project operations, the potential is relatively low since the Project Site would be fully developed and/or landscaped. Therefore, with compliance with applicable regulatory requirements, impacts regarding soil erosion or the loss of topsoil would be less than significant, and no mitigation measures are required. No further analysis of this topic in an EIR is required.

c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse caused in whole or in part by the project's exacerbation of the existing environmental conditions?

¹⁹ *City of Los Angeles, Safety Element of the Los Angeles City General Plan, Exhibit C, November 26, 1996, p. 51.*

²⁰ *City of Los Angeles Department of City Planning, ZIMAS, Parcel Profile Report, <http://zimas.lacity.org/>, accessed March 20, 2017.*

Less Than Significant Impact with Mitigation. The Project Site is not located near slopes or geologic features that would result in on- or off-site landsliding or lateral spreading. Additionally, as discussed in greater detail in Response to Checklist Question VI.a.iii above, based on the depth to groundwater, subsidence and liquefaction are unlikely at the Project Site. However, seismically induced settlement of dry sands underlying the Project Site could occur. With the implementation Mitigation Measure IS-1, potential impacts associated with seismically induced settlement would be less than significant and the Project would not exacerbate existing conditions with regard to geologic or soil stability. No further evaluation of this issue in the EIR is required.

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 part by the project's exacerbation of the existing environmental conditions?

Less Than 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. Artificial fill was identified on the Project Site at depths up to approximately 5 feet. Alluvial deposits below this were found to consist of predominantly loose to very dense silty sand, well graded sand, and clayey sand, with occasional layers of clay noted along with a gravel rich sand layer at depth. Based upon the results of expansion index testing conducted as part of the geotechnical investigation, the upper on-site soils are considered to have a very low expansion potential. Thus, the Project would not exacerbate existing environmental conditions with regard to expansive soil. Impacts associated with expansive soils would be less than significant and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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?

No Impact. The Project Site is located within a community served by existing sewage infrastructure. The Project's wastewater demand would be accommodated by connections to the existing wastewater infrastructure. As such, the Project would not require the use of septic tanks or alternative wastewater disposal systems. Therefore, the Project would have no impact related to the ability of soils to support septic tanks or alternative wastewater disposal systems. No impact would occur and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

VII. Greenhouse Gas Emissions

Would the project:

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

Potentially Significant Impact. Gases that trap heat in the atmosphere are called greenhouse gases since they have effects that are analogous to the way in which a greenhouse retains heat. Greenhouse gases are emitted by both natural processes and human activities. The accumulation of greenhouse gases in the atmosphere affects the earth's temperature. The State of California has undertaken initiatives designed to address the effects of greenhouse gas emissions, and to establish targets and emission reduction strategies for greenhouse gas emissions in California. Activities associated with the Project, including construction and operational activities, would result in greenhouse gas emissions. Therefore, the EIR will provide further analysis of the Project's greenhouse gas emissions.

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

Potentially Significant Impact. As the Project would have the potential to emit greenhouse gases, the EIR will include further evaluation of project-related emissions and associated emission reduction strategies to determine whether the Project conflicts with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases (e.g., Assembly Bill [AB] 32 and the City of Los Angeles Green Building Code).

VIII. Hazards and Hazardous Materials

The following analysis is based, in part, on the *Phase I Environmental Site Assessment* (Phase I ESA) prepared for the Project by Earth Systems Southern California, dated November 8, 2016. This report is included as Appendix IS-4 of this Initial Study.

In accordance with Appendix G of the State CEQA Guidelines, the Project would have a significant impact related to hazards and hazardous materials if it would:

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

Less Than Significant Impact. The types and amounts of hazardous materials that would be used in connection with the Project would be typical of those used during

construction of residential and commercial developments, including vehicle fuels, paints, oils, and transmission fluids. Similarly, the types and amounts of hazardous materials used during operation of the proposed residential and commercial uses would be typical of such developments and would include cleaning solvents, pesticides for landscaping, painting supplies, and petroleum products. However, all potentially hazardous materials to be used during construction and operation of the Project would be contained, stored, and used in accordance with manufacturers' instructions and handled in accordance with all applicable standards and regulations, including but not limited to, those set forth by the federal and State Occupational Safety and Health Acts. Such requirements include obtaining material safety data sheets from chemical manufacturers, making these data sheets available to employees, labeling chemical containers in the workplace, developing and maintaining a written hazard communication program, and developing and implementing programs to train employees about hazardous materials. Any associated risk would be adequately reduced to a less than significant level through compliance with these standards and regulations. Impacts would be less than significant and no mitigation measures are required. No further analysis of this topic in an EIR is required.

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?

Less Than Significant Impact. The Phase I ESA included a review of environmental records for the Project Site and a site reconnaissance to identify potential on-site hazards. As discussed therein, the Project Site was occupied by residential uses and retail stores from the late 1880s through the early part of the 20th century. Between 1921 and 1923, a vulcanizing facility that produced hardened rubber by the addition of sulfur was located on a portion of the Project Site. In 1923, a 75-unit, three-story motel with basements was constructed where the vulcanizing facility had been. The remaining residential uses on portions of the site were demolished by 1950, and the Project Site has been occupied with stores, restaurants, and offices since that time. The Project Site is currently occupied by a smoke shop, retail clothing shops, various offices, and surface parking.

With regard to the existing uses on the Project Site, potential environmental concerns at the Project Site noted in the Phase I ESA include asbestos-containing materials (ACM), polychlorinated biphenyls (PCBs) and lead based paint (LBP). Based on the age of the buildings on-site, there are presumed friable ACMs on the Project Site in the form of wallboard mud and small areas of ceiling acoustic. A previous Phase I ESA in 2012 found some of the friable asbestos on-site to be in good condition, however this investigation was not indicative of the total extent of asbestos on the Project Site. Additionally, floor tiles and roofing materials on-site are presumed to contain non-friable asbestos. In accordance with SCAQMD Rule 1403, Asbestos Emissions from

Demolition/Renovation Activities, prior to demolition activities associated with the Project, the Applicant would conduct surveys of all buildings to verify the presence or absence of any ACMs and conduct remediation or abatement before any disturbance occurs. Any ACMs would be removed by a licensed abatement contractor in accordance with all federal, State and local regulations prior to renovation or demolition. Mandatory compliance with applicable federal and State standards and procedures would reduce risks associated with ACM to less than significant levels.

Discussions with the Los Angeles Department of Water and Power (LADWP) indicate that all of the pad and pole-mounted transformers in the City have been checked for PCBs, so there is little risk of PCB containing transformers to be present in the area. However, based on the age of the buildings on-site, the Phase I ESA identified fluorescent light ballasts which have the potential to contain PCBs. In the event that PCBs are found, suspect materials would be removed in accordance with all applicable local, state and federal regulations prior to demolition activities. Specifically, the disposal of PCB wastes is regulated by 40 CFR 761 to ensure the safe handling of these materials. With compliance with relevant regulations and requirements, Project construction activities would not expose people to a substantial risk resulting from the release of PCBs in the environment. Therefore, impacts related to PCBs would be less than significant and no mitigation measures are required.

With regard to LBP, given the age of the buildings to be removed, there is the potential for LBP to be present within the structures and large areas of flaking paint were identified in the Phase I ESA. In accordance with SCAQMD Rule 1403, Asbestos Emissions from Demolition/Renovation Activities, prior to demolition activities associated with the Project, the Applicant would conduct surveys of all buildings to verify the presence or absence of any LBPs and conduct remediation or abatement before any disturbance occurs. Any LBPs would be removed by a licensed abatement contractor in accordance with all federal, state and local regulations prior to renovation or demolition. Mandatory compliance with applicable federal and State standards and procedures would reduce risks associated with LBP to acceptable levels.

As described in the Phase I ESA, no evidence or records of underground storage tanks or aboveground storage tanks were found.

The Project Site is not within an active or inactive oil field and is not within a Methane Zone or Methane Buffer Zone identified by the City.²¹ Therefore, there is a negligible risk of subsurface methane release.

²¹ *City of Los Angeles Department of City Planning, ZIMAS, Parcel Profile Report, <http://zimas.lacity.org/>, accessed March 20, 2017.*

A Tier 1 Vapor Encroachment Screening was performed, and no Vapor Encroachment Condition was identified within 100 feet of the Project Site.

Overall, the Phase I ESA did not identify any areas of environmental concern with respect to the Project Site and recommended no further actions or investigations other than those discussed above with respect to PCBs, ACM, and LBP.

Based on the above, with compliance with regulatory requirements, the Project would not result in a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment. Impacts would be less than significant and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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

Less Than Significant Impact. Selma Avenue Elementary School is located approximately 1,000 feet southwest of the Project Site at 6611 Selma Avenue. However, as discussed above, the types and amounts of hazardous materials that would be used in connection with the Project would be typical of those used during construction of residential and commercial developments, including vehicle fuels, paints, oils, and transmission fluids. Similarly, the types and amounts of hazardous materials used during operation of the proposed residential and commercial uses would be typical of such developments and would include cleaning solvents, pesticides for landscaping, painting supplies, and petroleum products. Therefore, the types of potentially hazardous materials that would be used in connection with the Project would be consistent with other potentially hazardous materials currently used in the vicinity of the Project Site. In addition, the Project would not involve the use or handling of acutely hazardous materials, substances, or waste. Furthermore, all materials during both the construction and operation of the Project would be used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations including, but not limited to, federal and State Occupational Safety and Health Act requirements discussed above in Response to Checklist Question VIII.a. As such, the use of such materials would not create a significant hazard to nearby schools. Impacts would be less than significant and no mitigation measures are required. No further analysis of this topic in an EIR is required.

d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would 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?

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, 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.

Thus, in accordance with Appendix G of the State CEQA Guidelines and the *CBIA v. BAAQMD* decision, the analysis associated with existing hazardous conditions below focuses on whether the Project would exacerbate these environmental conditions so as to increase the potential to expose people to impacts.

Less Than Significant Impact. Section 65962.5 of the California Government Code 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. While Section 65962.5 makes reference to the preparation of a "list," many changes have occurred related to web-based information access since 1992 and information regarding the Cortese List is now compiled on the websites of the Department of Toxic Substances Control (DTSC), the State Water Board, and CalEPA. The DTSC maintains the EnviroStor database, which includes sites on the Cortese List and also identifies potentially hazardous sites where cleanup actions or extensive investigations are planned or have occurred. The database provides a listing of federal superfund sites, State response sites, voluntary cleanup sites, and school cleanup sites.

The Phase I ESA included the results of consultation with local agency representatives and a review of available federal, state, and local databases including, but not limited to, Envirostor, Geotracker, ZIMAS, and the Division of Oil, Gas, and Geothermal Resources (DOGGR). The Project Site is not listed in any of the databases searched as part of the Phase I ESA. Various sites in the vicinity are listed in the databases as leaking underground storage tank (LUST) sites, Resource Conservation and Recovery Act (RCRA) enforcement actions and listed hazardous waste generators, and spill reports, however, the majority of these cases are in remediation or have been closed and none of them are considered to be an issue for the Project Site. Therefore, the Project would not create a significant hazard to the public or the environment associated with identification of the Project Site on a hazardous materials list.

Additionally, as discussed above, the types and amounts of hazardous materials used during operation of the proposed residential and commercial uses would be typical of such developments and would include cleaning solvents, pesticides for landscaping, painting supplies, and petroleum products. All potentially hazardous materials to be used during construction and operation of the Project would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable federal, State, and local regulations. Any associated risk would be adequately reduced to a less than significant level through compliance with these standards and regulations. Therefore, the Project would not have the potential to exacerbate current environmental conditions that would create a significant hazard. Impacts would be less than significant and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

- 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 located within an area subject to an airport land use plan or within 2 miles of an airport. The closest airport is the Hollywood Burbank Airport (formally known as Burbank Bob Hope Airport), located approximately 7 miles from the Project Site. Given the distance between the Project Site and Hollywood Burbank Airport, the Project would not have the potential to result in a safety hazard. Therefore, no impact would occur and no mitigation measures are required. No further evaluation of this topic in an EIR is required. With regard to potential impacts to air traffic, see Checklist Question XVI.c, Transportation/Traffic, below.

- 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. The Project Site is not located within the vicinity of a private airstrip. The nearest private airports to the Project Site are Santa Monica Airport (9.0 miles southwest), Van Nuys Airport (11.7 miles northwest), and Hawthorne Municipal Airport (12.3 miles south). Given the distance between the Project Site and these facilities, the Project would not have the potential to result in a safety hazard. No impact would occur and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

- g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

Less Than Significant Impact. The City of Los Angeles' General Plan Safety Element addresses public protection from unreasonable risks associated with natural disasters (e.g., fires, floods, earthquakes) and sets forth guidance for emergency response. Specifically, the Safety Element includes Exhibit H, Critical Facilities and Lifeline Systems, which identifies emergency evacuation routes, along with the location of selected emergency facilities. According to the Safety Element of the City of Los Angeles General Plan, the Project Site is not located along a designated disaster route.²² The closest disaster routes include the Hollywood Freeway, located approximately 0.4 mile northeast of the Project Site, and Santa Monica Boulevard, located approximately 1.2 miles south of the Project Site.

While it is expected that the majority of construction activities for the Project would be confined to the Project Site, temporary and limited off-site construction activities may occur in adjacent street rights-of-way during certain periods of the day, which could potentially affect emergency access adjacent to the Project Site. However, access to the Project Site and surrounding area during construction of the Project would be maintained in accordance with standard construction management plans that would be implemented to ensure adequate circulation and emergency access. Therefore, the Project would not impair implementation of or physically interfere with an adopted emergency response plan or evacuation plan, and impacts during construction would be less than significant.

With regard to operation, the Project does not propose the permanent closure of any local public streets and access to the Project Site would continue to be provided from Hollywood Boulevard and Wilcox Avenue. In addition, the Project would not install barriers that would impede emergency response within and in the vicinity of the Project Site. The Project would also provide adequate emergency access to comply with Los Angeles Fire Department (LAFD) access requirements during operation. Furthermore, as set forth above, the closest disaster routes include the Hollywood Freeway, located approximately 0.4 mile northeast of the Project Site, and Santa Monica Boulevard, located approximately 1.2 miles south of the Project Site. Therefore, the Project would not impair implementation of or physically interfere with an adopted emergency response plan or evacuation plan during operation of the Project. Impacts during operation would be less than significant and no mitigation measures are required. Based on the above, no further analysis of this topic in an EIR is required.

h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to

²² *City of Los Angeles, Safety Element of the Los Angeles City General Plan, Exhibit H, November 26, 1996, p. 61.*

urbanized areas or where residences are intermixed with wildlands caused in whole or in part from the project's exacerbation of existing environmental conditions?

Less Than Significant Impact. There are no wildlands located in the vicinity of the Project Site. The Project Site is not located within a City-designated Very High Fire Hazard Severity Zone.²³ The Project Site is, however, located near a City-designated Fire Buffer Zone.²⁴ As with all projects, the Project would be developed and rehabilitated in accordance with LAMC requirements pertaining to fire safety. Specifically, Section 57.106.5.2 of the LAMC provides that the Fire Chief shall have the authority to require drawings, plans, and sketches as necessary to identify access points, fire suppression devices and systems, utility controls, and stairwells; Section 57.118 of the LAMC establishes LAFD's fire/life safety plan review and LAFD's fire/life safety inspection for new construction projects; and Section 57.507.3.1 establishes fire water flow standards. Additionally, the proposed residential and commercial uses would not create a fire hazard that has the potential to exacerbate the current environmental condition relative to wildfires. Therefore, the Project would not subject people or structures to a significant risk of loss, injury, or death as a result of exposure to wildland fires. Impacts would be less than significant and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

IX. Hydrology and Water Quality

The following analysis is based, in part, on the *Water Resources Technical Report* (Water Resources Report) prepared for the Project by Psomas, dated November 14, 2016. This report is included as Appendix IS-5 of this Initial Study.

Would the project:

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

Less Than Significant Impact. During construction of the Project, particularly during the grading and excavation phases, stormwater runoff from precipitation events could cause exposed and stockpiled soils to be subject to erosion and convey sediments into municipal storm drain systems. In addition, on-site watering activities to reduce

²³ City of Los Angeles Department of City Planning, *ZIMAS, Parcel Profile Report*, <http://zimas.lacity.org/>, accessed March 20, 2017. The Very High Fire Hazard Severity Zone was first established in the City of Los Angeles in 1999 and replaced the older "Mountain Fire District" and "Buffer Zone" shown on Exhibit D of the Los Angeles General Plan Safety Element.

²⁴ City of Los Angeles, *Safety Element of the Los Angeles City General Plan, Exhibit D, November 26, 1996, p. 53.*

airborne dust could contribute to pollutant loading in runoff. Pollutant discharges relating to the storage, handling, use and disposal of chemicals, adhesives, coatings, lubricants, and fuel could also occur. Therefore, Project-related construction activities could potentially result in adverse effects on water quality. However, as Project construction would disturb more than one acre of soil, the Project would be required to obtain coverage under the NPDES Construction General Permit (Order No. 2009-0009-DWQ, as well as its subsequent amendments 2010-0014-DWQ and 2012-0006-DWQ) pursuant to NPDES requirements. In accordance with the requirements of the permit, a Stormwater Pollution Prevention Plan (SWPPP) would be developed and implemented during construction of the Project. The SWPPP would set forth BMPs, including erosion control, sediment control, non-stormwater management, and materials management measures, to minimize the discharge of pollutants in stormwater runoff. The Stormwater Pollution Prevention Plan would be carried out in compliance with State Water Resources Control Board requirements and would also be subject to review by the City for compliance with the City of Los Angeles' *Best Management Practices Handbook, Part A Construction Activities*. In addition, project construction activities would occur in accordance with City grading permit regulations (Chapter IX, Division 70 of the LAMC) to reduce the effects of sedimentation and erosion. Prior to the issuance of a grading permit, the Project Applicant would be required to provide the City with evidence that a Notice of Intent has been filed with the State Water Resources Control Board to comply with the Construction General Permit. With compliance with these existing regulatory requirements, impacts to water quality during construction would be less than significant, and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

Operation of the Project would introduce sources of potential stormwater pollution that are typical of residential and retail uses (e.g., cleaning solvents, pesticides for landscaping, and petroleum products associated with circulation areas). Stormwater runoff from precipitation events could potentially carry urban pollutants into municipal storm drains. However, in accordance with NPDES requirements, the Project would be required to implement Standard Urban Stormwater Mitigation Plan (SUSMP) requirements during the operational life of the Project to reduce the discharge of polluted runoff from the Project Site. The Project would also be required to comply with the City's LID Ordinance (Ordinance No. 181,899), which promotes the use of natural infiltration systems, evapotranspiration, and the reuse of stormwater. Based on subsurface conditions, infiltration has been deemed infeasible for the Project Site and the LID concept for the Project is stormwater capture and reuse. Runoff stored in a cistern will be pumped up for irrigation of the new landscaping around the Project Site and high flow outlets for the rainwater harvesting cistern will be routed to discharge.²⁵ The SUSMP would be subject to

²⁵ Psomas, "Water Resources Technical Report," November 14, 2016. This report is included as Appendix IS-5 of this Initial Study.

review and approval by the City for compliance with the City of Los Angeles' *Development Best Management Practices Handbook, Part B, Planning Activities*. With compliance with these existing regulatory requirements, impacts on water quality during operation would be less than significant, and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

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

Less Than Significant Impact. Historic high groundwater at the Project Site is estimated to be over 80 feet below ground surface and borings completed as part of the Project's geotechnical evaluation encountered groundwater at depths of approximately 90 feet below ground surface. The excavation depth not to exceed 40 feet for the two levels of subterranean parking is well above the groundwater level and is not expected to encounter groundwater. However, perched water zones may be encountered during excavation in areas where borings were not drilled. In the event perched groundwater was encountered, it would be directed to a temporary dewatering system and discharged in accordance with all applicable rules and regulations under the NPDES Construction General Permit regulations and the City's grading permit conditions. Thus, potential construction-related groundwater hydrology impacts would be less than significant. Similarly, the Project would not require a permanent withdrawal of groundwater during operation of the Project. Therefore, the Project would not substantially deplete groundwater supplies.

With regard to groundwater recharge, the percolation of precipitation that falls on pervious surfaces is variable, depending on the soil type, condition of the soil, vegetative cover, and other factors. As discussed in the Water Resources Report, the Project Site is considered to be 100 percent impervious under existing conditions. Therefore, the degree to which surface water infiltration and groundwater recharge occurs on-site is negligible. With implementation of the Project, the amount of impervious surfaces would represent approximately 90 percent of the Project Site. As such, operation of the Project would decrease the amount of impervious surfaces on the Project Site, and no interference with groundwater recharge would occur. Furthermore, as discussed above in Response to Checklist Question IX.a, in accordance with the City's LID Ordinance, the Project would include BMPs to collect and reuse stormwater. Therefore, the Project would not substantially interfere with groundwater recharge.

Based on the above, the Project would not substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in the

aquifer volume or lowering of the local groundwater table. Therefore, impacts on groundwater would be less than significant and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

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

Less Than Significant Impact. As discussed in the Water Resources Report, approximately 100 percent of the Project Site is covered with impervious surfaces under existing conditions. The Project Site is not crossed by any water courses or rivers. Under existing conditions, the majority of the Project Site drains to Wilcox Avenue via sheet flow and building downspouts. However, a small portion of the Project Site drains easterly and the northeast corner of the Project Site receives run-on from neighboring properties, which ultimately continues to the south and east.

Construction activities associated with the Project, which would involve removal of the majority of the existing structures and grading, have the potential to temporarily alter existing drainage patterns and flows on the Project Site by exposing the underlying soils, modifying flow direction, and making the Project Site temporarily more permeable. However, as discussed above in Response to Checklist Question IX.a, the Project would be required to obtain coverage under the NPDES Construction General Permit. The SWPPP prepared pursuant to this permit requires BMPs and erosion control measures to be used during construction to manage runoff flows so that runoff would not impact off-site drainage facilities and receiving waters. In addition, the Project would be required to comply with all applicable City grading permit regulations that require necessary measures, plans, and inspections to reduce sedimentation and erosion.

With implementation of the Project, drainage from the Project Site would be conveyed similar to, or better than, the existing condition. As part of the LID requirements for the Project, the Project would include the installation of catch basins, plant drains, and roof downspouts to collect roof and site runoff and direct stormwater away from the structures through a series of underground storm drain pipes. The Project Site would continue to drain to Wilcox Avenue and all stormwater currently draining to neighboring lots would be diverted to flow out to the street to avoid cross-lot drainage. Furthermore, as detailed in the Water Resources Report, flow rates would be reduced relative to existing conditions during 25- and 50-year storm events. Specifically, runoff rates during a 25 year storm event would be 3.36 cubic feet per second (cfs) compared to 3.50 cfs under existing conditions and runoff rates during a 50-year storm event would be 4.14 cfs compared to 4.24 cfs under existing conditions. In addition, as the amount of impervious surfaces on the Project Site would be reduced to 90 percent through the addition of landscaping, the

Project would not increase the percentage of impervious surface area on the Project Site. Therefore, stormwater flows from the Project Site would not increase with implementation of the Project and, as such, the Project would not affect the capacity of the existing stormwater infrastructure during a 50-year storm event, as required by the City.²⁶

Based on the above, through compliance with all applicable NPDES requirements, including preparation of a SWPPP and implementation of BMPs, as well as compliance with applicable City grading regulations, the Project would not substantially alter the existing drainage pattern of the Project Site or surrounding area such that substantial erosion, siltation, or on-site or off-site flooding would occur. Therefore, the impact would be less than significant and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

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

Less Than Significant Impact. See Response to Checklist Question IX.c, above.

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

Less Than Significant Impact. See Response to Checklist Questions IX.a and IX.c, above.

- f. Otherwise substantially degrade water quality?**

Less Than Significant Impact. See Response to Checklist Question IX.a, above.

- 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?**

²⁶ *Per the City's Special Order No. 007-1299, the City has adopted the Los Angeles County Department of Public Works (LACDPW) Hydrology Manual as its basis of design for storm drainage facilities. The Hydrology Manual requires projects to have drainage facilities to meet the Urban Flood level of protection, which is defined as runoff from a 25-year frequency storm falling on a saturated watershed. The City of Los Angeles CEQA Thresholds Guide, however, establishes the 50-year frequency design storm event as the threshold to evaluate potential impacts on surface water hydrology. Therefore, to provide a more conservative analysis of the ability of storm drain infrastructure to accommodate the demand generated by the Project, the higher 50-year storm event threshold was used.*

No Impact. The Project Site is not located within a 100-year flood hazard area as mapped by the Federal Emergency Management Agency (FEMA) or by the City of Los Angeles.^{27,28} Thus, the Project would not place housing within a 100-year flood hazard area. No impacts would occur, and no mitigation would be required. No further analysis of this topic in an 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 designated 100-year flood plain area. Therefore, the Project would not place structures that would impede or redirect flood flows within a 100-year flood plain. No impacts would occur and no mitigation measures would be required. No further evaluation of this topic in an 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?

Less Than Significant Impact. As discussed above, the Project Site is not located within a designated 100-year flood plain. In addition, the Safety Element of the City of Los Angeles General Plan does not map the Project Site as being located within a flood control basin.²⁹ However, the Project Site is located within the potential inundation area for the Hollywood Reservoir, which is held by the Mulholland Dam.³⁰ The Mulholland Dam is a LADWP dam located in the Hollywood Hills approximately 1.15 miles north of the Project Site. This dam, as well as others in California, are continually monitored by various governmental agencies (such as the State of California Division of Safety of Dams and the U.S. Army Corps of Engineers) to guard against the threat of dam failure. Current design and construction practices and ongoing programs of review, modification, or total reconstruction of existing dams are intended to ensure that all dams are capable of withstanding the maximum considered earthquake for the site. Pursuant to these regulations, the Mulholland Dam is regularly inspected and meets current safety

²⁷ Federal Emergency Management Agency, *Flood Insurance Rate Map, Panel Number 06037C1605F*, effective September 26, 2008.

²⁸ City of Los Angeles, *Safety Element of the Los Angeles City General Plan, November 26, 1996, Exhibit F*, p. 57.

²⁹ City of Los Angeles, *Safety Element of the Los Angeles City General Plan, November 26, 1996, Exhibit G*, p. 59.

³⁰ City of Los Angeles, *Safety Element of the Los Angeles City General Plan, November 26, 1996, Exhibit G*, p. 59.

regulations. In addition, the Department of Water and Power has emergency response plans to address any potential impacts to its dams. Given the oversight by the Division of Safety of Dams, including regular inspections, and the Department of Water and Power's emergency response program, the potential for substantial adverse impacts related to inundation at the Project Site as a result of dam failure would be less than significant and no mitigation measures would be required. No further evaluation of this topic in the EIR is required.

j. Inundation by seiche, tsunami, or mudflow?

No 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 undersea disturbance such as tectonic displacement associated with large, shallow earthquakes. Mudflows result from the downslope movement of soil and/or rock under the influence of gravity.

The Project Site is located approximately 11.8 miles northeast of the Pacific Ocean. In addition, the Safety Element of the General Plan does not map the Project Site as being located within an area potentially affected by a tsunami.³¹ Furthermore, the nearest body of water to the Project Site is the Hollywood Reservoir, approximately 1.15 miles north of the Project Site, so inundation as a result of seiche is unlikely. As discussed above, given the oversight by the Division of Safety of Dams, including regular inspections, and the Department of Water and Power's emergency response program, the potential for substantial adverse impacts related to inundation at the Project Site resulting from the Hollywood Reservoir would be less than significant. As also discussed above, the Project Site and surrounding area are fully developed and generally characterized by flat topography. Given the fact that the Project Site is not mapped by either the State or the City as being located in an area prone to landslides, the potential for the Project Site to be inundated by mudflows is also low.³² Therefore, no seiche, tsunami, or mudflow events would be expected to impact the Project Site. No impacts would occur and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

³¹ *City of Los Angeles, Safety Element of the Los Angeles City General Plan, November 26, 1996, Exhibit G, p. 59.*

³² *See Section VI, Geology and Soils, above.*

X. Land Use and Planning

Would the project:

a. Physically divide an established community?

Less Than Significant Impact. As shown in the aerial photograph provided in Figure A-2 of Attachment A, Project Description, of this Initial Study, the Project Site is located in a highly urbanized area characterized primarily by low- to mid-rise buildings that are occupied primarily by commercial and residential uses. Surrounding uses include a one-story retail building immediately to the east on Hollywood Boulevard, a three-story hotel to the south, the five-story Hollywood Pacific Theatre building to the north across Hollywood Boulevard, and one-story commercial buildings and surface parking to the west across Wilcox Avenue. The newly constructed ten-story Dream Hotel is also located southeast of the Project Site within the same block.

Against this background, the Project would not divide an established community. As described in Attachment A, Project Description, the Project proposes to develop a mixed-use project comprised of 260 multi-family residential dwelling units and approximately 17,800 square feet of retail and restaurant space. There is no existing residential use on the Project Site or a residential area that would be physically separated or otherwise disrupted by the Project, as development of the Project would occur within the boundaries of the Project Site as it currently exists. Implementation of the Project would result in further infill of an already developed community. Moreover, the proposed uses would be similar to the variety of existing land uses and low- to mid-rise buildings in the surrounding area. Therefore, impacts would be less than significant and no mitigation measures are required. No further evaluation of this topic in an 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. As discussed in Attachment A, Project Description, of this Initial Study, the Project requires discretionary approvals, including, but not limited to, a site plan review, master conditional use permit, vesting tentative tract map, vesting zone change, and height district change. Therefore, the EIR will provide further analysis of the Project's consistency with the General Plan, the LAMC, the Community Plan, and other applicable land use plans, policies, and regulations.

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

No Impact. The Project Site is located in an urbanized area and is currently developed with four low-rise commercial buildings and associated surface parking. As previously described, landscaping within the Project Site is limited, with ornamental trees located along Hollywood Boulevard and within the surface parking lot. As discussed in Section IV, Biological Resources, above, the Project Site does not support any habitat or natural community. Accordingly, no Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plans apply to the Project Site. Thus, the Project would not conflict with the provisions of an adopted habitat conservation plan or natural community conservation plan. No impact would occur and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

XI. Mineral Resources

Would the project:

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

No Impact. No mineral extraction operations currently occur on the Project Site. In addition, the Project Site is located within an urbanized area and has been previously disturbed by development. As such, the potential for mineral resources to occur on-site is low. Furthermore, the Project Site is not located within a City-designated Mineral Resource Zone where significant mineral deposits are known to be present, or within a mineral producing area as classified by the California Geologic Survey.^{33,34,35} The Project Site is also not located within a City-designated oil field or oil drilling area.³⁶ Therefore, the Project would not result in the loss of availability of a mineral resource or a mineral resource recovery site. No impact would occur and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

³³ *City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, January 19, 1995. Figure GS-1.*

³⁴ *State of California Department of Conservation, California Geologic Survey, Aggregate Sustainability in California, 2012.*

³⁵ *City of Los Angeles, Conservation Element of the Los Angeles City General Plan, January 2001, Exhibit A, p. 86*

³⁶ *City of Los Angeles, Safety Element of the Los Angeles City General Plan, November 26, 1996, Exhibit E, p. 55.*

- 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. See Response to Checklist Question XI.a, above.

XII. Noise

Would the project result in:

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

Potentially Significant Impact. The Project Site is located within an urbanized area that contains various sources of noise. The most predominate source of noise in the vicinity of the Project Site is associated with traffic from roadways. Existing on-site noise sources primarily include vehicle noises associated with on-site circulation and parking areas, stationary mechanical equipment, and human activity on the Project Site. During construction activities associated with the Project, the use of heavy equipment (e.g., bulldozers, backhoes, cranes, loaders, etc.) would generate noise on a short-term basis. In addition, because the Project would introduce new permanent residential and commercial uses to the Project Site, noise levels from on-site sources may also increase during operation of the Project. Furthermore, traffic attributable to the Project has the potential to increase noise levels along adjacent roadways. Therefore, further evaluation of this topic will be provided in the EIR.

- b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**

Potentially Significant Impact. Construction of the Project could generate groundborne noise and vibration associated with demolition, site grading, other clearing activities, the installation of building footings, and construction truck travel. As such, the Project would have the potential to generate and expose people to excessive groundborne vibration and noise levels during short-term construction activities. Therefore, further evaluation of this topic will be provided in the EIR.

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

Potentially Significant Impact. Traffic and human activity associated with the Project, as described above, have the potential to increase ambient noise levels above existing levels. Therefore, further evaluation of this topic will be provided in the EIR.

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

Potentially Significant Impact. As discussed above in Response to Checklist Questions XII.a and XII.b, construction activities associated with the Project would have the potential to temporarily or periodically increase ambient noise levels above existing levels. Therefore, further evaluation of this topic will be provided 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 expose people residing or working in the project area to excessive noise levels?

No Impact. The Project Site is not located within an airport land use plan or within two miles of an airport. The closest airport to the Project Site, Hollywood Burbank Airport (formally known as Burbank Bob Hope Airport), is located approximately 7 miles from the Project Site. Given the distance between the Project Site and Hollywood Burbank Airport, the Project would not have the potential to expose people residing or working in the Project area to excessive noise levels. Therefore, no impact would occur and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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

No Impact. The Project Site is not located within the vicinity of a private airstrip. The nearest private airports to the Project Site are Santa Monica Airport (9.0 miles southwest), Van Nuys Airport (11.7 miles northwest), and Hawthorne Municipal Airport (12.3 miles south). Given the distance between the Project Site and these facilities, the Project would not have the potential to expose people residing or working in the Project area to excessive noise levels. Therefore, no impact would occur and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

XIII. Population and Housing

Would the project:

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

Less Than Significant Impact. The Project would result in the construction of 260 new residential multi-family dwelling units. As such, the Project would increase the

residential population in the Project vicinity. As discussed above in Checklist Question III.a, Air Quality, SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial Counties and addresses regional issues relating to transportation, the economy, community development, and the environment. With regard to future growth, SCAG has prepared the 2016–2040 RTP/SCS, which provides population, housing, and employment projections for cities under its jurisdiction through 2040. The growth projections in the 2016–2040 RTP/SCS reflect the 2010 Census, employment data from the California Employment Development Department (EDD), population and household data from the California Department of Finance (DOF), and extensive input from local jurisdictions in SCAG’s planning area. The Project Site is located in SCAG’s City of Los Angeles Subregion. According to SCAG’s 2016–2040 RTP/SCS, the forecasted population for the City of Los Angeles Subregion in 2016 is approximately 3,954,629 persons.³⁷ In 2021, the projected occupancy year of the Project, the City of Los Angeles Subregion is anticipated to have a population of approximately 4,091,039 persons.³⁸ According to the Census Bureau’s 2015 American Community Survey, the estimated household size in the City of Los Angeles is 2.86 persons per unit.³⁹ Applying this factor, development of 260 units would result in a net increase of approximately 744 residents. The estimated 744 net new residents generated by the Project would represent approximately 0.55 percent of the population growth forecasted by SCAG in the City of Los Angeles Subregion between 2016 and 2021. Therefore, the Project’s residents would be well within SCAG’s population projection for the City of Los Angeles Subregion.

According to the 2016–2040 RTP/SCS, the forecasted housing supply for the City of Los Angeles Subregion in 2016 is approximately 1,377,614 households.⁴⁰ In 2021, the projected occupancy year of the Project, the City of Los Angeles Subregion is anticipated to have approximately 1,442,757 households.⁴¹ Thus, the Project’s 260 new residential units would constitute approximately 0.4 percent of the housing growth forecasted between 2016 and 2021. Therefore, the Project’s housing units would be well within SCAG’s housing projection for the Subregion. As emphasized in many regional and local planning documents, including the City of Los Angeles General Plan Housing Element, the City is in need of new dwelling units to serve both the current population and the projected

³⁷ *Based on a linear interpolation of 2012–2040 data.*

³⁸ *Based on a linear interpolation of 2012–2040 data.*

³⁹ *United States Census Bureau, 2015 American Community Survey, 2015 Average Household Size of Occupied Housing Units by Tenure, https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_15_1YR_B25010&prodType=table, accessed November 17, 2016.*

⁴⁰ *Based on a linear interpolation of 2012–2040 data. SCAG forecasts “households,” not housing units. As defined by the U. S. Census Bureau, “households” are equivalent to occupied housing units.*

⁴¹ *Based on a linear interpolation of 2012–2040 data.*

population. By developing 260 new residential dwelling units, the Project would help to fulfill this demand.

With regard to employment, the Project's 17,800 square feet of commercial uses would generate approximately 48 employees based on employee generation rates developed by the Los Angeles Unified School District (LAUSD).⁴² According to the 2016–2040 RTP/SCS, the employment forecast for the City of Los Angeles Subregion in 2016 is approximately 1,763,929 employees.⁴³ In 2021, the projected occupancy year of the Project, the City of Los Angeles Subregion is anticipated to have approximately 1,834,339 employees.⁴⁴ Thus, the Project's estimated 48 employees would constitute approximately 0.07 percent of the employment growth forecasted between 2016 and 2021. Therefore, the Project would not cause an exceedance of SCAG's employment projections or induce substantial indirect population or housing growth related to Project-generated employment opportunities.

As analyzed above, the net new population and housing that would be generated by the Project would be within SCAG's population and housing projections for the City of Los Angeles Subregion. Therefore, the Project would not induce substantial population or housing growth. Impacts related to population and housing would be less than significant and no mitigation measures would be required. No further analysis of this topic in the EIR is required. With regard to cumulative population and housing impacts, please see Checklist Question XIX.b, below.

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

No Impact. As no housing currently exists on the Project Site, the Project would not displace any existing housing. No impacts would occur and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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

⁴² *Los Angeles Unified School District, 2012 Developer Fee Justification Study, February 9, 2012, Table 11. Based on the employee generation rate for "Neighborhood Shopping Center" land uses, which is 0.00271 employee per average square foot.*

⁴³ *Based on a linear interpolation of 2012–2040 data.*

⁴⁴ *Based on a linear interpolation of 2012–2040 data.*

No Impact. As no housing currently exists on the Project Site, the development of the Project would not cause the displacement of any persons or require the construction of housing elsewhere. No impact would occur and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

XIV. Public Services

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

a. Fire protection?

Potentially Significant Impact. The LAFD provides fire protection and emergency medical services for the Project Site. The closest LAFD fire station to the Project Site is Fire Station No. 27 located at 1327 North Cole Avenue in Los Angeles, approximately 0.5 mile south of the Project Site.⁴⁵ The Project would increase the building square footage on-site and introduce a residential population, which has the potential to result in an increased demand for fire protection services and associated facilities. Therefore, further analysis of this issue will be included in the EIR.

b. Police protection?

Potentially Significant Impact. Police protection for the Project Site is provided by the City of Los Angeles Police Department. The Project would introduce new residential and commercial uses to the site that would increase the density at the Project Site, generate new residential population, and increase the daytime population in the service area. This could result in the need for additional police services and associated facilities. Therefore, the EIR will provide further analysis of this issue.

c. Schools?

Potentially Significant Impact. The Project Site is located within the boundaries of the Los Angeles Unified School District (LAUSD). The LAUSD is divided into six local

⁴⁵ Los Angeles Fire Department, Fire Station Locator, www.lafd.org/fire-stations/station-results?st=441&address=6436%20Hollywood%20Boulevard, accessed March 20, 2017.

districts.⁴⁶ The Project Site is located in Local District–West.⁴⁷ The Project would include the development of residential uses, which would generate a demand for educational services and school facilities. Therefore, the EIR will provide further analysis of this issue.

d. Parks?

Potentially Significant Impact. The development of residential uses as part of the Project would generate a new population at the Project Site that could utilize nearby parks and/or recreational facilities, possibly necessitating new park facilities. Thus, the EIR will provide further analysis of this issue.

e. Other public facilities?

Potentially Significant Impact. The development of residential uses as part of the Project would generate a new population that would generate a demand for library services provided by the Los Angeles Public Library, possibly necessitating the construction of new libraries. Therefore, the EIR will provide further analysis of this issue.

XV. Recreation

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

Potentially Significant Impact. See Response to Checklist Question XIV.d, above.

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 not include the development of public recreational facilities. However, the Project would introduce a new residential population to the Project Site that could utilize nearby recreational facilities, possibly necessitating the construction or expansion of new recreational facilities. Therefore, the EIR will provide further analysis of this topic.

⁴⁶ *Los Angeles Unified School District, Board of Education Districts Maps 2015-2016, <http://achieve.lausd.net/Page/8652>, accessed March 20, 2017.*

⁴⁷ *Los Angeles Unified School District, Board of Education Local District—West Map, May 2015.*

Additionally, the Project would include development of private open space and recreational amenities associated with its residential component. These amenities would include landscaped courtyards and terraces, a sky deck, a pool deck, gym and yoga studio, theater, library/music room, business center, trellised barbeque area, dog run deck, and private balconies. The potential impacts associated with construction of these facilities are analyzed throughout this Initial Study, and will be further analyzed in the EIR for those topics where impacts could be potentially significant.

XVI. Transportation/Traffic

Would the project:

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

Potentially Significant Impact. The Project proposes development which has the potential to result in an increase in daily and peak-hour traffic within the vicinity of the Project Site. In addition, construction of the Project has the potential to affect the transportation system through the hauling of excavated materials and debris, the transport of construction equipment, the delivery of construction materials, and travel by construction workers to and from the Project Site. Once construction is completed, the Project's residents, employees, and visitors would generate vehicle and transit trips throughout the day. The resulting increase in the use of the area's transportation facilities could exceed roadway and transit system capacities. Therefore, further analysis of this issue will be provided in the EIR. With respect to parking, given that the Project is a mixed-use residential project located on an infill site within a transit priority area, parking impacts of the Project shall not be considered a significant impact on the environment pursuant to SB 743. However, the EIR will address code compliance with LAMC parking standards.

- 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. Metro administers the Congestion Management Program, a State-mandated program designed to address the impacts urban congestion has on local communities and the region as a whole. The CMP provides an analytical basis for the transportation decisions contained in the State Transportation Improvement

Project. The CMP for Los Angeles County requires an analysis of any Project that could add 50 or more trips to any CMP intersection or more than 150 trips to a CMP mainline freeway location in either direction during either the A.M. or P.M. weekday peak hours. Implementation of the Project has the potential to generate additional vehicle trips, which could potentially add more than 50 trips to a CMP roadway intersection or more than 150 trips to a CMP freeway segment. Therefore, further analysis of this issue will be provided 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. The Project Site is not located within the vicinity of any private or public airport. In addition, the Project's maximum height of 160 feet would not create increased levels of risk with respect to air traffic. Therefore, no impact would occur and no mitigation measures would be required. No further evaluation of this topic in an 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)?

No Impact. The Project's design does not include hazardous features. The roadways adjacent to the Project Site are part of the existing urban roadway network and contain no sharp curves or dangerous intersections. In addition, the development of the Project would not result in roadway improvements such that safety hazards would be introduced adjacent to the Project Site. Furthermore, the design and implementation of new driveways would comply with the City's applicable requirements, including emergency access requirements set forth by the LAFD. The Project design would also be reviewed by the Los Angeles Department of Building and Safety and the LAFD during the City's plan review process to ensure all applicable requirements are met. Moreover, the proposed uses would be similar to and consistent with the surrounding uses. Therefore, no impact would occur and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

e. Result in inadequate emergency access?

Potentially Significant Impact. While it is expected that construction activities for the Project would primarily occur within the Project Site, construction activities could potentially require the partial closure of travel lanes on adjacent streets for the installation or upgrading of local infrastructure. Construction within these roadways has the potential to impede access to adjoining uses, as well as reduce the rate of flow of the affected roadway. The Project would also generate construction traffic, particularly haul trucks,

which may affect the capacity of adjacent streets and highways. Additionally, once constructed, the Project Site would include more dense development than currently exists. Therefore, further analysis of this issue in an EIR is required.

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 served by a variety of transit options including numerous bus routes (i.e., routes 212, 217, 222, and 312, as well as the Hollywood DASH) and the Metro Red Line light rail. The development of the Project would increase demand for alternative transportation modes in the vicinity of the Project Site. Therefore, further analysis of the potential for the Project to conflict with adopted policies, plans, or programs regarding public transit, bicycle facilities, or pedestrian facilities will be provided in the EIR.

XVII. Tribal Cultural Resources

Would the project:

- a. 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:**
- i. 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); or**
 - ii. 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. Approved by Governor Jerry Brown on September 25, 2014, 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. Effective July 1, 2015, 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. 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.

As noted above, the Project would require excavations to previously undisturbed depths. Therefore, the potential exists for the Project to significantly impact a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American Tribe. In compliance with AB 52, the City will notify all applicable tribes and the Project will participate in any requested consultations. Further analysis of this topic will be provided in the EIR.

XVIII. Utilities

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 provides wastewater collection and treatment services for the Project Site. As is the case under existing conditions, wastewater generated during operation of the Project would be collected and discharged into existing sewer mains and conveyed to the Hyperion Water Reclamation Plant in Playa del Rey. The Project would result in increased wastewater generation from the Project Site. Therefore, further analysis of this topic will be provided in the EIR.

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 the location of these facilities to an individual development site. Given the Project's increase in the amount of developed floor area on the Project Site, the Project has the potential to result in an increased demand for water or wastewater treatment facilities. Therefore, further analysis of this issue will be provided in the EIR.

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

Less Than Significant Impact. See Response to Checklist Question IX.c, above. As discussed therein, the Project would decrease the amount of impervious surfaces on the Project Site and reduce flow rates during all analyzed storm events. Therefore, stormwater flows from the Project Site would not increase with implementation of the Project. Furthermore, as described above in Section IX, Hydrology and Water Quality, the Project would provide appropriate on-site drainage improvements to control runoff, including the installation of catch basins, plant drains, and roof downspouts to collect roof and site runoff and direct stormwater away from the structures through a series of underground storm drain pipes. As detailed above, post-development stormwater runoff rates would decrease compared to existing conditions during 25- and 50-year storm events. Thus, the Project would not require the construction of new stormwater drainage facilities or expansion of existing facilities. Impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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. LADWP supplies water to the Project Site. Given the Project's increase in the amount of developed floor area on the Project Site, the Project has to the potential to result in an increased demand for water provided by LADWP. Therefore, further analysis of this issue will be provided in the EIR.

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

Potentially Significant Impact. See Response to Checklist Question XVII.b, above.

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

Less Than Significant Impact. While the Bureau of Sanitation generally provides waste collection services to single-family and some small multi-family developments, private haulers permitted by the City provide waste collection services for most multi-family residential and commercial developments within the City. Solid waste transported by both public and private haulers is either recycled, reused, or transformed at a waste-to-energy

facility, or disposed of at a landfill. Landfills within the County are categorized as either Class III or unclassified landfills. Non-hazardous municipal solid waste is disposed of in Class III landfills, while inert waste such as construction waste, yard trimmings, and earth-like waste are disposed of in unclassified landfills.⁴⁸ Ten Class III landfills and one unclassified landfill with solid waste facility permits are currently operating within the County.⁴⁹ In addition, there are two solid waste transformation facilities within Los Angeles County that convert, combust, or otherwise process solid waste for the purpose of energy recovery.

In 2015, the City of Los Angeles disposed of approximately 2.53 million tons of solid waste at the County's Class III landfills and approximately 39,364 tons at transformation facilities.^{50,51} The 2.53 million tons of solid waste accounts for approximately 2.62 percent of the total remaining capacity (96.45 million tons) for the County's Class III landfills open to the City.^{52,53}

The unclassified landfill serving the County is Azusa Land Reclamation. This facility currently has 57.56 million tons of remaining capacity and an average daily disposal rate of 846 tons per day.⁵⁴

Los Angeles County continually evaluates landfill disposal needs and capacity through preparation of the Los Angeles County Countywide Integrated Waste Management Plan (CoIWMP) Annual Reports. Within each annual report, future landfill disposal needs over the next 15-year planning horizon are addressed in part by determining the available landfill capacity.⁵⁵ Based on the most recent 2015 CoIWMP Annual Report,

⁴⁸ *Inert waste is waste which is neither chemically or biologically reactive and will not decompose. Examples of this are sand and concrete.*

⁴⁹ *County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2015 Annual Report, December 2016.*

⁵⁰ *These numbers represent waste disposal, not generation, and thus do not reflect the amount of solid waste that was diverted via source reduction and recycling programs within the City.*

⁵¹ *County of Los Angeles, Department of Public Works, Solid Waste Information System, Detailed Solid Waste Disposal Activity Report By Jurisdictions by Los Angeles (Reporting Period: January 2016 to December 2016).*

⁵² *(2.53 million tons ÷ 96.45 million tons) X 100 = 2.62 percent.*

⁵³ *County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2015 Annual Report, December 2016, Appendix E-2 Table 1.*

⁵⁴ *County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2015 Annual Report, December 2016.*

⁵⁵ *County of Los Angeles, Department of Public Works. Los Angeles County Integrated Waste Management Plan 2014 Annual Report, December 2015.*

the remaining total disposal capacity for the County's Class III landfills is estimated at 114.37 million tons.⁵⁶

Based on the 2015 CoIWMP Annual Report, the countywide cumulative need for Class III landfill disposal capacity through the year 2030 will not exceed the 2015 remaining permitted Class III landfill capacity of 114 million tons. This is beyond the Project's buildout year of 2021. Nonetheless, while there is no expected daily landfill capacity shortfall during the planning period, there are constraints that may limit the accessibility of Class III landfill capacity. These constraints include watershed boundaries, geographic barriers, weather, and natural disasters. Therefore, the Annual Report evaluated seven scenarios and determined that the County would be able to meet the disposal needs of all jurisdictions through the 15-year planning period with six of the scenarios. Only the scenario involving utilization of permitted in-county disposal capacity only would result in a shortfall. The Annual Report therefore concluded that in order to maintain adequate disposal capacity, individual jurisdictions must continue to pursue strategies to maximize waste reduction and recycling, expand existing landfills, promote and develop alternative technologies, expand transfer and processing infrastructure, and use out of county disposal, including waste by rail.

The City's Recovering Energy, Natural Resources and Economic Benefit from Waste for Los Angeles (RENEW LA) Plan sets a goal of becoming a "zero waste" city by 2030. To this end, the City of Los Angeles implements a number of source reduction and recycling programs such as curbside recycling, home composting demonstration programs, and construction and demolition debris recycling.⁵⁷ The City of Los Angeles is currently diverting 76 percent of its waste from landfills, which is already greater than the 75 percent statewide recycling goal of Assembly Bill 341 set for 2020.^{58, 59} The City has adopted the goal of further achieving 90 percent diversion by 2025, and zero waste by 2030.

Construction

The Project Site is currently improved with 29,200 square feet of commercial uses, including the 9,000 square foot Attie Building that would remain and be integrated into the Project. As previously described, the commercial uses other than the Attie Building and

⁵⁶ *This total excludes the estimated remaining capacity at the Puente Hills Landfill, which closed on October 31, 2013.*

⁵⁷ *City of Los Angeles, Solid Waste Integrated Resource Plan FAQ; www.zerowaste.lacity.org/files/info/fact_sheet/SWIRPFAQS.pdf, accessed March 20, 2017.*

⁵⁸ *City of Los Angeles, Bureau of Sanitation, Solid Resources, www.forester.net/pdfs/City_of_LA_Zero_Waste_Progress_Report.pdf, accessed March 20, 2017.*

⁵⁹ *County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2015 Annual Report, December 2016.*

their associated parking would be removed to construct the Project. Pursuant to SB 1374 (approved September 12, 2002), the Project would implement a construction waste management plan to recycle and/or salvage a minimum of 75 percent of non-hazardous demolition and construction debris. Materials that could be recycled or salvaged include asphalt, glass, and concrete. Debris not recycled could be accepted at the unclassified landfill (Azusa Land Reclamation) within Los Angeles County and within the Class III landfills open to the City. Given the remaining permitted capacity of the Azusa Land Reclamation facility, which is approximately 57.56 million tons,⁶⁰ as well as the remaining 96.45 million tons of capacity at the Class III landfills open to the City,⁶¹ the landfills serving the Project Site would have sufficient capacity to accommodate the Project's construction solid waste disposal needs.

Operation

As shown in Table B-1 on page B-57, upon full buildout, the Project would generate approximately 3,685 pounds of solid waste per day. As shown in Table B-1, the Project would result in an increase in the amount of solid waste currently generated within the Project Site. Specifically, with implementation of the Project, the Project Site would generate net increase of approximately 2,853 pounds of solid waste more per day when compared with existing conditions. Projected out annually, this would result in approximately 521 tons per year of solid waste.⁶² However, it is noted that the estimated solid waste is conservative because the waste generation factors used do not account for recycling or other waste diversion measures, such as compliance with AB 341, which requires California commercial enterprises and public entities that generate 4 or more cubic yards per week of waste, and multi-family housing with five or more units, to adopt recycling practices, or implementation of the City's upcoming Zero Waste LA franchising system, which is expected to result in a reduction of landfill disposal Citywide with a goal of reaching a Citywide recycling rate of 90 percent by the year 2025.⁶³ The estimated annual net increase in solid waste that would be generated by the Project represents

⁶⁰ County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2015 Annual Report, December 2016.

⁶¹ County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2015 Annual Report, December 2016, Appendix E-2 Table 1

⁶² 2,853 pounds per day * 365 days = 1,041,345 pounds per year; 1,041,345 pounds per year/2,000 pounds per ton = 521 tons per year

⁶³ The Zero Waste LA Franchise System would divide the City into 11 zones and designate a single trash hauler for each zone. Source: LA Sanitation, "Zero Waste LA—Franchise," www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-zwlfaj;jsessionid=nJABd_CcLHL4DCOkGSCJWv1buV9atYQtoUkP50TwYHe5jczy6OaK!782088041!NONE?_afLoop=17071741526736871&_afWindowMode=0&_afWindowId=null#!%40%40%3F_afWindowId%3Dnull%26_afLoop%3D17071741526736871%26_afWindowMode%3D0%26_adf.ctrl-state%3Dge1mehnju_4, accessed March 24, 2017.

Table B-1
Estimated Project Solid Waste Generation

Building	Size	Generation Rate ^a	Total (lb/day)
Existing			
Commercial	29,200 sf	10.53 lb/emp/day	832 ^b
Total Existing			832
Proposed			
Multi-Family Residential	260 du	12.23 lb/du/day	3,180
Commercial	17,800 sf	10.53 lb/emp/day	505 ^c
Total with Implementation of Project			3,685
Total Net Generation			2,853
<p><i>du = dwelling unit</i> <i>emp = employee</i> <i>lb = pound</i> <i>sf = square feet</i></p> <p>^a CalRecycle, <i>Estimated Solid Waste Generation Rates</i>, www2.calrecycle.ca.gov/WasteCharacterization/General/Rates, accessed March 20, 2017.</p> <p>^b Los Angeles Unified School District, <i>2012 Developer Fee Justification Study</i>, February 9, 2012, Table 11. Based on the employee generation rates for "Neighborhood Shopping Centers" (0.00271 employee per average square foot), the existing 29,200 square feet of commercial uses would result in 79 employees.</p> <p>^c Los Angeles Unified School District, <i>2012 Developer Fee Justification Study</i>, February 9, 2012, Table 11. Based on the employee generation rates for "Neighborhood Shopping Centers" (0.00271 employee per average square foot), the proposed 17,800 square feet of commercial uses would result in 48 employees.</p> <p>Source: Eyestone Environmental, 2017.</p>			

approximately 0.02 percent of the solid waste disposed of by the City of Los Angeles in 2015 (the most recent year for which data is available)⁶⁴ and approximately 0.001 percent of the remaining disposal capacity of the County's Class III landfills open to the City.⁶⁵ The Project's estimated solid waste generation would therefore represent a nominal percentage of the remaining daily disposal capacity of the County's Class III landfills.

Based on the above, the landfills that serve the Project Site would have sufficient permitted capacity to accommodate the solid waste that would be generated by the

⁶⁴ 521 tons per year/2.53 million tons per year = 0.02%

⁶⁵ 521 tons per year/96.45 million tons = 0.001%

construction and operation of the Project. Therefore, impacts would be less than significant and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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

Less Than Significant Impact. Solid waste management in the State is primarily guided by the California Integrated Waste Management Act of 1989 (AB 939), which emphasizes resource conservation through reduction, recycling, and reuse of solid waste. AB 939 establishes an integrated waste management hierarchy consisting of (in order of priority): (1) source reduction; (2) recycling and composting; and (3) environmentally safe transformation and land disposal. In addition, AB 1327 provided for the development of the California Solid Waste Reuse and Recycling Access Act of 1991, which requires the adoption of an ordinance by any local agency governing the provision of adequate areas for the collection and loading of recyclable materials in development projects. Furthermore, AB 341, which became effective on July 1, 2012, requires businesses and public entities that generate 4 cubic yards or more of waste per week and multi-family dwellings with five or more units, to recycle. The purpose of AB 341 is to reduce greenhouse gas emissions by diverting commercial solid waste from landfills and expand opportunities for recycling in California. In addition, in March 2006, the City Council adopted RENEW LA, a 20-year plan with the primary goal of shifting from waste disposal to resource recovery within the City, resulting in “zero waste” by 2030. The “blueprint” of the plan builds on the key elements of existing reduction and recycling programs and infrastructure, and combines them with new systems and conversion technologies to achieve resource recovery (without combustion) in the form of traditional recyclables, soil amendments, renewable fuels, chemicals, and energy. The plan also calls for reductions in the quantity and environmental impacts of residue material disposed in landfills.

In October 2014, Governor Jerry Brown signed AB 1826, requiring businesses to recycle their organic waste⁶⁶ on and after April 1, 2016, depending on the amount of waste generated per week. Specifically, beginning April 1, 2016, businesses that generate 8 cubic yards of organic waste per week were required to arrange for organic waste recycling services. In addition, beginning January 1, 2017, businesses that generate 4 cubic yards of organic waste per week were required to arrange for organic waste recycling services. Organic waste such as green materials and food materials are recyclable through composting and mulching, and through anaerobic digestion, which can produce renewable energy and fuel. Reducing the amount of organic materials sent to

⁶⁶ *Organic waste refers to food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste.*

landfills and increasing the production of compost and mulch are part of the AB 32 (California Global Warming Solutions Act of 2006) Scoping Plan.

The Project would be consistent with the applicable regulations associated with solid waste. Specifically, the Project would provide adequate storage areas in accordance with the City of Los Angeles Space Allocation Ordinance (Ordinance No. 171,687), which requires that development projects include a recycling area or room of specified size on the Project Site.⁶⁷ Trash/recycling rooms would be provided on the ground floor and parking level P1. The Project would also comply with AB 939, AB 341, AB 1826 and City waste diversion goals, as applicable, by providing clearly marked, source sorted receptacles to facilitate recycling. Since the Project would comply with federal, State, and local statutes and regulations related to solid waste, impacts would be less than significant and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

h. Other utilities and service systems?

Potentially Significant Impact. The Project would generate an increased demand for electricity and natural gas services provided by LADWP and the Southern California Gas Company, respectively. Therefore, further analysis of this issue will be provided in the EIR. In addition, while development of the Project would not be anticipated to cause the wasteful, inefficient, and unnecessary consumption of energy and would be consistent with the intent of Appendix F of the CEQA Guidelines, further analysis of the Project's consistency with Appendix F will also be provided in the EIR.

XIX. Mandatory Findings of Significance

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

Potentially Significant Impact. As discussed above, the Project is located in a highly urbanized area and does not serve as habitat for fish or wildlife species. No sensitive plant or animal community or special status species occur on the Project Site. However, the Project has the potential to impact known historic resources including the Attie Building and Hollywood Boulevard Commercial and Entertainment District.

⁶⁷ Ordinance No. 171,687, adopted by the Los Angeles City Council on August 6, 1997.

Additionally, the Project would require grading, excavation, and other construction activities that could have the potential to disturb previously undiscovered archaeological or paleontological resources. Therefore, the EIR will provide further analysis of the Project's potential impacts to these resources.

- 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 impacts of the Project are combined with impacts from related development projects and result in impacts that are greater than the impacts of the Project alone. Located within the vicinity of the Project Site are other current and reasonably foreseeable projects, the development of which, in conjunction with that of the Project, may contribute to potential cumulative impacts. Impacts of the Project on both an individual and cumulative basis will be addressed in the EIR for the following subject areas: air quality; cultural resources; greenhouse gas emissions; land use and planning; noise; public services (fire protection, police protection, schools, parks, and other public services); recreation; transportation/circulation; tribal cultural resources; and utilities (water, wastewater, and energy).

With regard to cumulative effects with respect to aesthetics, agricultural resources, biological resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, and solid waste, the Project's incremental contribution to potential cumulative impacts would not be cumulatively considerable. Specifically, with respect to aesthetics, pursuant to SB 743 and ZI 2452, the Project's impacts would not be significant. Furthermore, related projects would be reviewed on a case-by-case basis by the City to comply with LAMC requirements regarding building heights, setbacks, massing and lighting or, for those projects that require discretionary actions, to undergo site-specific review regarding building density, design, and light and glare effects. Thus, and pursuant to SB 743, cumulative impacts associated with aesthetics would be less than significant.

With respect to agricultural resources and mineral resources, the Project would have no impact on these resources, and therefore could not combine with other projects to result in cumulative impacts. With respect to biological resources, the Project Site is located in an urbanized area and would not result in significant impacts to wildlife or habitat or contribute to a cumulative impact to these resources. With respect to geology and soils and hazards and hazardous materials, these resource areas are generally site-specific and would be evaluated within the context of each individual project. Furthermore, related projects would be required to comply with existing regulatory requirements and the City's building permit review and approval process, which address these subjects. In addition,

with regard to hydrology, the Project would not increase peak flows during the 50-year storm events. In fact, post-development runoff rates would decrease slightly compared to existing conditions. Therefore, the Project would not contribute to a cumulative impact on downstream infrastructure.

With regard to population, housing, and employment, the Project's incremental contribution to potential cumulative impacts would not be cumulatively considerable. As discussed in the analysis above, the 744 estimated net new residents generated by the Project would represent approximately 0.55 percent of the population growth forecasted by SCAG in the City of Los Angeles Subregion between 2016 and 2021, and the 260 new residential units would constitute up to approximately 0.4 percent of the housing growth forecasted between 2016 and 2021. Additionally, the 48 employees estimated to be generated by the Project would represent 0.07 percent of the employment growth forecasted between 2016 and 2021. Furthermore, the Project would not result in a notable indirect increase in demand for new housing, and any new demand, should it occur, would be minor in the context of forecasted growth for the City of Los Angeles and the Hollywood Community Plan area.

With regard to solid waste, the Project's incremental contribution to potential cumulative impacts would not be cumulatively considerable. As discussed above, the Project's estimated increase in solid waste would represent approximately 0.02 percent of the solid waste disposed of by the City and approximately 0.001 percent of the remaining disposal capacity at the County's Class III landfills open to the City. The demand for landfill capacity is continually evaluated by the County through preparation of the CoIWMP annual reports. Each annual CoIWMP report assesses future landfill disposal needs over a 15-year planning horizon. Based on the 2015 CoIWMP Annual Report, the County anticipates that future disposal needs can be adequately met for the next 15 years (i.e. 2030), which is past the Project's buildout year (2021). The preparation of each annual CoIWMP provides sufficient lead time (15 years) to address potential future shortfalls in landfill capacity. Furthermore, in future years, it is anticipated that the rate of declining landfill capacity would slow considering the City's goal to achieve zero waste by 2030.

Therefore, cumulative impacts with respect to agricultural resources, biological resources, hazards and hazardous materials, hydrology and water quality, mineral resources, and solid waste would be less than significant, and no mitigation measures are required. No further evaluation of these topics in an EIR is required. However, as indicated above, the EIR will address cumulative impacts associated with the remaining CEQA topic areas.

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

Potentially Significant Impact. Based on the analysis contained in this Initial Study, the Project could result in potentially significant impacts with regard to the following topics: air quality; cultural resources; greenhouse gas emissions; land use and planning; noise; public services (fire protection, police protection, schools, parks, and other public services); recreation; transportation/circulation; tribal cultural resources; and utilities (water, wastewater, and energy). As a result, these potential effects will be analyzed further in the EIR.