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

1360 N. Vine Street Project

Case Number: ENV-2016-3778-EIR

Project Location: 1360 N. Vine Street, Los Angeles, California, 90028-8140

Council District: 13—O'Farrell

Project Description: The Project proposes to develop up to 429 new residential units, a 55,000-square-foot grocery store or 50,000 square feet of office space, up to 10,000 square feet of neighborhood-serving commercial retail, up to 8,988 square feet of high-turnover restaurant space, and a minimum of 677 vehicle parking spaces. The proposed uses would be located within a 21-story building that would comprise approximately 475,423 square feet of floor area. To provide for the new uses, an eight-unit multi-family building and low-rise commercial buildings would be removed. In addition, six bungalows that are part of a designated California Register historic district would be relocated, preserved, and rehabilitated within the Project Site. The six bungalows would be used as residential units or repurposed for high-turnover restaurant space.

APPLICANT:
OMNI Capital, LLC

PREPARED BY:
Eyestone Environmental

ON BEHALF OF:
The City of Los Angeles
Department of City Planning
Environmental Analysis Section

JUNE 2017

Table of Contents

List of Figures

List of Tables

CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK
ROOM 615, CITY HALL
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

INITIAL STUDY AND CHECKLIST

(Article IV B City CEQA Guidelines)

LEAD CITY AGENCY	COUNCIL DISTRICT	DATE
City of Los Angeles Department of City Planning	13	June 2017

RESPONSIBLE AGENCIES

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

PROJECT TITLE/NO.	CASE NO.
1360 N. Vine Street	TBD

PREVIOUS ACTIONS CASE NO.	☐ DOES have significant changes from previous actions. ☐ DOES NOT have significant changes from previous actions.

PROJECT DESCRIPTION:

The Project includes the construction of up to 429 new residential units, including 15 live-work units and 16 units designated for Very Low Income households, a 55,000-square-foot grocery store, approximately 5,000 square feet of neighborhood-serving commercial retail uses, up to 8,988 square feet of restaurant uses, and a minimum of 677 vehicle parking spaces. As part of the Project, an additional 19 units designated for Very Low Income households would be provided off-site. Alternatively, approximately 50,000 square feet of office uses and approximately 5,000 square feet of additional neighborhood-serving commercial retail uses may be constructed in lieu of the 55,000-square-foot grocery store. The proposed uses would primarily be located within one building approximately 262.5 feet in height. In addition, six bungalows within the Project Site that are part of a designated California Register historic district would be relocated within the Project Site and adaptively reused pursuant to a Preservation Plan. The bungalows may be used for restaurant uses or as residential units.

ENVIRONMENTAL SETTING:

The Project Site is located in a highly urbanized area. Surrounding uses in the vicinity include commercial and residential uses, and the Sunset Vine tower to the north; multi-family residential uses to the east; hospital/medical uses to the northeast; commercial and single-family residential uses to the south; and the BuzzFeed Studios to the west.

PROJECT LOCATION

The Project Site is located in the Hollywood community of the City of Los Angeles, approximately 6 miles northwest of downtown Los Angeles and approximately 11 miles east of the Pacific Ocean. Primary regional access is provided by the Hollywood Freeway (US-101), which runs north-south approximately 0.7 mile to the east of the Project Site. Major arterials providing regional access to the Project Site include Sunset Boulevard, Fountain Avenue, and Vine Street. In addition, the Metro Red Line Hollywood and Vine Station, is located approximately 0.4 mile north of the Project Site. The Project Site is specifically bounded by De Longpre Avenue to the north, Afton Place to the south, and Vine Street to the west.

PLANNING DISTRICT		STATUS:
Hollywood Community Plan		☐ PRELIMINARY ☐ PROPOSED _____ ☒ ADOPTED 1988
EXISTING ZONING C4-2D-SN, (T)(Q)C2-2D, R4-2D, and R3-1XL	**MAX. DENSITY ZONING** Please refer to Attachment A	☒ DOES CONFORM TO PLAN
PLANNED LAND USE & ZONE [Q]C4-2-SN, [Q]C4-2, R3-1XL	**MAX. DENSITY PLAN** Please refer to Attachment A	☐ DOES NOT CONFORM TO PLAN
SURROUNDING LAND USES Commercial and Residential	**PROJECT DENSITY** Please refer to Attachment A	☐ NO DISTRICT PLAN

☞ ☐ **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.

Sarah Molina Pearson — SIGNATURE

City Planner — 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 that significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from 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.

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

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

☞ ☐ **BACKGROUND**

PROPONENT NAME	**PHONE NUMBER**
ONNI Capital, LLC	213-629-2041
PROPONENT ADDRESS	
315 W. 9th Street, Suite 801, Los Angeles, CA 90015	
AGENCY REQUIRING CHECKLIST	**DATE SUBMITTED**
City of Los Angeles, Department of City Planning	June 2017
PROPOSAL NAME (If Applicable)	
1360 N Vine Street Project	

☞ ☐ **ENVIRONMENTAL IMPACTS** (Explanations of all potentially and less than significant impacts are required to be attached on separate sheets)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐
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?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒

	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?	☐	☐	☐	☒
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?	☒	☐	☐	☐
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☒	☐	☐	☐
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the 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)?	☒	☐	☐	☐
d. Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
e. Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐
IV. BIOLOGICAL RESOURCES. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat 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?	☐	☐	☒	☐
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?	☐	☐	☐	☒
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐

	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?	☐	☐	☒	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒
V. CULTURAL RESOURCES: Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☒	☐	☐	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☒	☐	☐	☐
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☒	☐	☐	☐
d. Disturb any human remains, including those interred outside of dedicated cemeteries (see Public Resources Code, Ch. 1.75, §5097.98, and Health and Safety Code §7050.5(b))?	☒	☐	☐	☐
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.	☐	☐	☒	☐
ii. Strong seismic ground shaking caused in whole or in part by the project's exacerbation of the existing environmental conditions?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction caused in whole or in part by the project's exacerbation of the existing environmental conditions?	☐	☐	☒	☐
iv. Landslides, caused in whole or in part by the project's exacerbation of the existing environmental conditions?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse caused in whole or part by the project's exacerbation of the	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
existing environmental conditions?				
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property caused in whole or in part by the project's exacerbation of the existing environmental conditions?	☐	☐	☒	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
VII. GREENHOUSE GAS EMISSIONS. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐
VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, **would** 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?	☐	☐	☒	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g. Impair implementation of or physically interfere with an	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
adopted emergency response plan or emergency evacuation plan?				
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands caused in whole or in part from the project's exacerbation of existing environmental conditions?	☐	☐	☒	☐
IX. HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b. Substantially deplete groundwater supplies or interfere 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)?	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off site?	☐	☐	☒	☐
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f. Otherwise substantially degrade water quality?	☐	☐	☒	☐
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j. Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒
X. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?	☒	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☒	☐	☐	☐
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒
XI. MINERAL RESOURCES. Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒
XII. NOISE. Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐	☐
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
XIII. POPULATION AND HOUSING. Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐
XIV. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a. Fire protection?	☒	☐	☐	☐
b. Police protection?	☒	☐	☐	☐
c. Schools?	☒	☐	☐	☐
d. Parks?	☒	☐	☐	☐
e. Other public facilities?	☒	☐	☐	☐
XV. RECREATION.				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☒	☐	☐	☐
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☒	☐	☐	☐
XVI. TRANSPORTATION/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?	☒	☐	☐	☐
b. Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☒	☐	☐	☐
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☒	☐
d. Substantially increase hazards due to a design feature	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				
e. Result in inadequate emergency access?	☒	☐	☐	☐
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☒	☐	☐	☐
XVII. 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	☒	☐	☐	☐
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.	☒	☐	☐	☐
XVIII. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☒	☐	☐	☐
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☒	☐	☐	☐
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☒	☐	☐	☐
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing	☒	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
commitments?				
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g. Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

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

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

PREPARED BY	TITLE	TELEPHONE #	DATE
Stephanie Eyestone-Jones Eyestone Environmental	President	424-207-5333	June 2017

A. Project Description

Attachment A: Project Description

1. Introduction

ONNI Capital, LLC, the Applicant, proposes to develop a mixed-use project on an 81,050-square-foot site located within the Hollywood Community of the City of Los Angeles (the Project).[1] The Project includes the construction of up to 429 new residential units, including 15 live-work units and 16 units designated for Very Low Income households, a 55,000-square-foot grocery store, approximately 5,000 square feet of neighborhood-serving commercial retail uses, up to 8,988 square feet of restaurant uses, and a minimum of 677 vehicle parking spaces.[2] Alternatively, approximately 50,000 square feet of office uses and approximately 5,000 square feet of additional neighborhood-serving commercial retail uses may be constructed in lieu of the 55,000-square-foot grocery store.[3] The proposed uses would primarily be located within one building approximately 262.5 feet in height. In addition, six bungalows within the Project Site that are part of a designated California Register historic district would be relocated within the Project Site and adapted for reuse pursuant to a Preservation Plan. These bungalows may be used for restaurant uses or as residential units. Upon completion, approximately 484,421 square feet of floor area would be located within the Project Site. To provide for the new uses, an eight-unit multi-family building, low-rise commercial buildings, and ancillary buildings adjacent to the bungalows that are non-contributing features to the historic district would be removed. As part of the Project, an additional 19 units designated for Vey Low Income households would be developed off-site at a location to be determined.

---

[1] *The Project Site is 81,050 net square feet and 89,500 gross square feet. The net lot area accounts for street dedications.*

[2] *As part of the Project, an additional 19 units designated for Very Low Income households would be provided off-site.*

[3] *Under this option, the footprint, height and massing of the Project would not change.*

2. Project Location and Setting

a. Project Location

As shown in Figure A-1 on page A-3, the Project Site is located in the Hollywood Community of the City of Los Angeles, approximately 6 miles northwest of downtown Los Angeles and approximately 11 miles east of the Pacific Ocean. Primary regional access is provided by the Hollywood Freeway (US-101), which runs north-south approximately 0.7 mile to the east of the Project Site. The Project Site is specifically bounded by De Longpre Avenue to the north, Afton Place to the south, and Vine Street to the west. Major arterials providing regional access to the Project Site vicinity include Sunset Boulevard, Fountain Avenue, and Vine Street. In addition, the Metro Red Line Hollywood and Vine Station, is located approximately 0.4 mile north of the Project Site.

b. Surrounding Uses

The Project Site is located in a highly urbanized area. Surrounding uses in the vicinity of the Project Site include commercial and residential uses, and the Sunset Vine tower to the north; multi-family residential uses to the east; hospital/medical uses to the northeast; commercial and single-family residential uses to the south; and the BuzzFeed Studios to the west. Within the Project vicinity, major arterials such as Sunset Boulevard are generally developed with more dense residential and commercial development, while lower density mixed-use and residential areas are located along the adjacent collector streets.

c. Existing Project Site Conditions

(1) Existing Conditions

As shown in Figure A-2 on page A-4, the Project Site consists of 13 contiguous lots with a net lot area of 81,050 square feet.[4] As shown in the photographs provided in Figure A-3 though Figure A-6 on pages A-5 to A-8, the Project Site is currently occupied by a mix of uses that consist of a 17,100-square-foot post-production facility, an 8,044-square-foot commercial building, six bungalows that comprise approximately 8,988 square feet of floor area, and an eight-unit multi-family residential building comprised of approximately 7,700 square feet of floor area. The 8,044-square-foot commercial building includes two restaurants, a convenience store, a pawn shop, and an insurance services store. The

[4] *As noted above, the net lot area accounts for street dedications. The gross lot area without street dedications is 89,500 square feet.*

Figure A-1
Project Location Map

Source: Los Angeles County GIS, 2015.

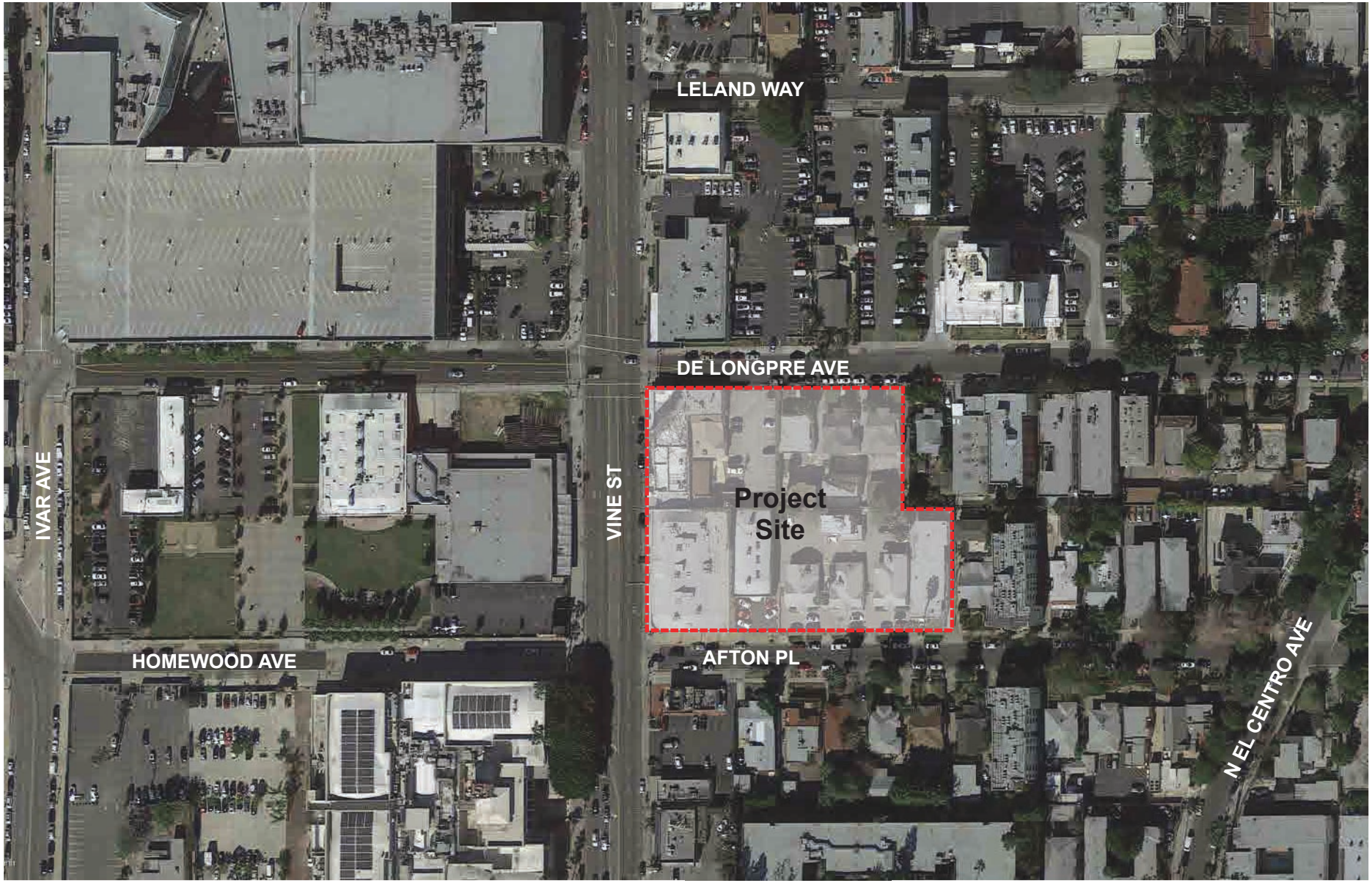

Figure A-2
Plan View

Source: Google Earth, 2016; Eyestone Environmental, 2016.

Figure A-3
Aerial of Project Site Looking North

Source: Eyestone Environmental, 2017.

Figure A-4
Existing Uses along Vine Street

Source: Eyestone Environmental, 2017.

Figure A-5
Existing Uses along De Longpre Avenue

Source: Eyestone Environmental, 2017.

Figure A-6
Existing Uses along Vine Street (further south)

Source: Eyestone Environmental, 2017.

six historic bungalows on the eastern portion of the site are contributing structures within the Afton Square District, a designated California Register historic district. There are also ancillary buildings such as sheds and garages adjacent to the bungalows that are non-contributing features to the historic district. A surface parking lot is also located behind the commercial building.

The Project Site is relatively flat. Ornamental landscaping, including trees and shrubs within yards, is located within the northeastern portion of the site surrounding the bungalows along De Longpre Avenue. Limited ornamental landscaping is provided within the remainder of the Project Site. In addition, six total street trees are located along Afton Place and along Vine Street.

(2) Existing Land Use and Zoning

The Project Site is located within the Hollywood Community Plan (Community Plan) area, adopted in December 1988, and reinstated in 2014. Under the Community Plan, the Project Site is designated for Regional Center Commercial land uses for the eight western parcels nearest to Vine Street and Medium Residential for the remainder of the site.

The Project Site consists of several lots of various zones and height designations including: C4-2D-SN, (T)(Q)C2-2D, R4-2D, and R3-1XL. The four western lots are zoned C4-2D-SN (Commercial, Height District 2 with Development Limitation, Signage Supplemental Use District). The Commercial zones permit a wide array of land uses, such as retail stores, offices, hotels, schools, parks, and theaters. The C4 zone also permits any land use permitted in the R4 (Multiple Residential) zone, which includes single-family dwellings, two-family dwellings, apartment houses, multiple dwellings, and home occupations. The C4 zone normally limits residential density to the R4 zone standard of 400 square feet of lot area per dwelling unit; however, Los Angeles Municipal Code (LAMC) Section 12.22-A,18 permits mixed-use projects on commercially zoned sites designated as Regional Center Commercial to utilize the R5 zone density calculation of 200 square feet of lot area per dwelling unit. Height District 2 within the C4 zone normally does not impose a limitation on height and permits a maximum Floor Area Ratio (FAR) of 6:1. However, the existing “D” Limitation, pursuant to Ordinance No. 165,652 effective May 6, 1990, indicates that the FAR is limited to 2:1. The “SN” suffix indicates that the Project Site is located in the Hollywood Signage Supplemental Use District, pursuant to Ordinance No. 176,172 effective October 4, 2004, and further amended pursuant to Ordinance No. 181,340 effective November 17, 2010, which allows certain types of signage otherwise not permitted by the LAMC.

One lot on the northern portion of the Project Site, along De Longpre Avenue, is zoned (T)(Q)C2-2D (Commercial, Height District 2 with Development Limitation). The C2

zone also permits any land use permitted in the R4 (Multiple Residential) zone. The Regional Center Commercial land use for this lot also permits the R5 zone density calculation of 200 square feet of lot area per dwelling unit. In addition, Height District 2 within the C2 zone normally does not impose a height limitation and permits a maximum FAR of 6:1. However, the "Q" Condition and "D" Limitation, pursuant to Ordinance No. 168,948 effective September 4, 1993, includes several landscaping, signage, and security requirements and limits the FAR to 2:1 (as previously limited pursuant to Ordinance No. 165,652).

Two lots on the southern portion of the Project Site along Afton Place, and one lot on the northern portion of the Project Site, along De Longpre Avenue, are zoned R4-2D. The R4 zone allows multiple dwelling and apartment house uses, requiring a minimum lot area of 400 square feet per dwelling unit. These lots are located within the 2 Height District that does not limit height although the "D" Limitation, pursuant to Ordinance No. 165,652 effective May 6, 1990, limits the FAR to 2:1.

Five lots within the eastern portion of the Project Site are zoned R3-1XL. The R3 zone multiple dwelling and apartment house uses, requiring a minimum lot area of 800 square feet per dwelling unit. The 1XL Height District limits development to two stories and 30 feet in height with an FAR of 3:1.

The Project Site is also within the boundaries of the Hollywood Redevelopment Project Area (Redevelopment Plan), and the Los Angeles State Enterprise Zone (Hollywood Region). Projects located in an Enterprise Zone are permitted to utilize a lower parking ratio for commercial office, business, retail, restaurant, bar, and related uses. Pursuant to LAMC Section 12.21-A,4(x)(3), the minimum parking requirement for such commercial uses in an Enterprise Zone is two parking spaces for every 1,000 square feet of combined gross commercial floor area.

3. Description of the Project

a. Project Overview

The Applicant proposes to develop a mixed-use project on an 81,050-square-foot site (1.86 acres) located in Hollywood.[5] As described in more detail below and shown in Table A-1 on page A-11, the Project would provide 429 new residential units, an approximately 55,000-square-foot grocery store, approximately 5,000 square feet of

[5] *As noted previously, the gross lot area is 89,500 square feet or 2.06 acres.*

Table A-1
Summary of Proposed Floor Area

Land Use	Existing Development[a] (sf/du)	Proposed New Development (sf/du)	Existing to Remain (sf/du)	Total Upon Completion (sf/du)	Net New (sf/du)
Residential	7,700 sf (8 du)	415,433 sf (429 du)	[c]	415,433 sf [c] (429 du)	407,733 sf (421 du)
Grocery Store	0 sf	55,000 sf[d]	0 sf	55,000 sf[d]	55,000 sf
Post Production	26,088 sf[b]	0 sf	0 sf	0 sf	-(26,088) sf
Retail/Restaurant	8,044 sf	5,000 sf	8,988 sf (reuse of 6 bungalows)[c]	13,988 sf [c]	5,994 sf
Total Floor Area	**41,832 sf**	**475,433 sf**	**8,988 sf (6 bungalows)**	**484,421 sf**	**442,639 sf**

sf = square feet

du = dwelling unit

[a] *Square footage is calculated pursuant to the LAMC definition of floor area for the purpose of calculating FAR. In accordance with LAMC Section 12.03, floor area is defined as "[t]he area in square feet confined within the exterior walls of a building, but not including the area of the following: exterior walls, stairways, shafts, rooms housing building-operating equipment or machinery, parking areas with associated driveways and ramps, space for the landing and storage of helicopters, and basement storage areas."*

[b] *Includes the square footage for the six bungalows that are currently used for office/post production uses.*

[c] *The six bungalows located on-site currently used for office/post production uses are proposed to be used for either restaurant use or as residential units. The square footage totals account for this option.*

[d] *The Project also includes an option to develop 50,000 square feet of office uses and 5,000 square feet of additional neighborhood-serving commercial retail uses in lieu of 55,000 square feet of grocery store uses.*

Source: ONNI Capital, LLC, 2017.

neighborhood-serving commercial retail uses, and up to approximately 8,988 square feet of restaurant uses. Alternatively, approximately 50,000 square feet of office uses and approximately 5,000 square feet of additional neighborhood-serving commercial retail uses would be constructed in lieu of the 55,000-square-foot grocery store.[6] The six historic bungalows within the Project Site, that are currently used for post-production, would be relocated and adapted for reuse as described below within the eastern portion of the Project Site and would be used for restaurant uses or as residential units. During grading

[6] *Under this option, the footprint, height, and massing of the Project would not change.*

and construction activities, the bungalows would be temporarily removed from the Project Site.

The residential uses would comprise up to approximately 415,433 square feet of floor area and would include approximately 7,500 square feet of indoor residential amenity space. To support these uses, a minimum of 677 vehicle parking spaces (557 residential and 120 commercial/retail parking spaces) would be provided within four subterranean levels. In addition, a total of 532 bicycle parking spaces (73 short-term and 459 long-term bicycle parking spaces) would be provided outdoors and within a secure subterranean area.

To accommodate the Project, the existing low-rise commercial buildings and an eight-unit multi-family building within the eastern portion of the Project Site would be removed. There are also ancillary buildings such as sheds and garages adjacent to the bungalows that are non-contributing features to the historic district that would be removed. In addition, a Preservation Plan would be implemented to relocate and adapt for reuse the six historic bungalows on the eastern portion of the Site. As noted above, these bungalows may be repurposed for restaurant uses or used as residential units.

As shown in Figure A-7 through Figure A-9 on pages A-13 through A-15, the new uses would be located within a high-rise building with four levels of subterranean parking and an emergency helipad on the rooftop. The maximum height of the building would be approximately 262.5 feet. As shown in Figure A-10 on page A-16, the ground floor of the building would include neighborhood-serving commercial retail uses that would front Vine Street with access to the grocery store or office space on level two. The remainder of the ground floor would include vehicular access driveways, grocery truck loading, residential lobbies, and 15 live-work spaces with individual entrances from Afton Place, De Longpre Avenue and an internal pedestrian walkway. The third floor would include an outdoor resident amenity pool deck and approximately 7,500 square feet of indoor residential amenity space flanked by 24 residential units. Levels four through 20 would contain the remaining residential units, including five penthouse units on the uppermost level. Overall, the new building would comprise approximately 475,433 square feet of floor area.

The proposed residential unit mix is diverse and is anticipated to include 69 studio units, 134 one-bedroom units, and 226 two-bedroom units of varying configurations. The units would vary in size from 525 square feet (studio unit) to 3,000 square feet (penthouse unit).

Figure A-7
Conceptual Site Plan

Source: Stanley Saitowitz/Natoma Architects, Inc., 2017.

Figure A-8
Conceptual Rendering
Looking Northwest Across Project Site

Source: Eyestone Environmental, 2017.

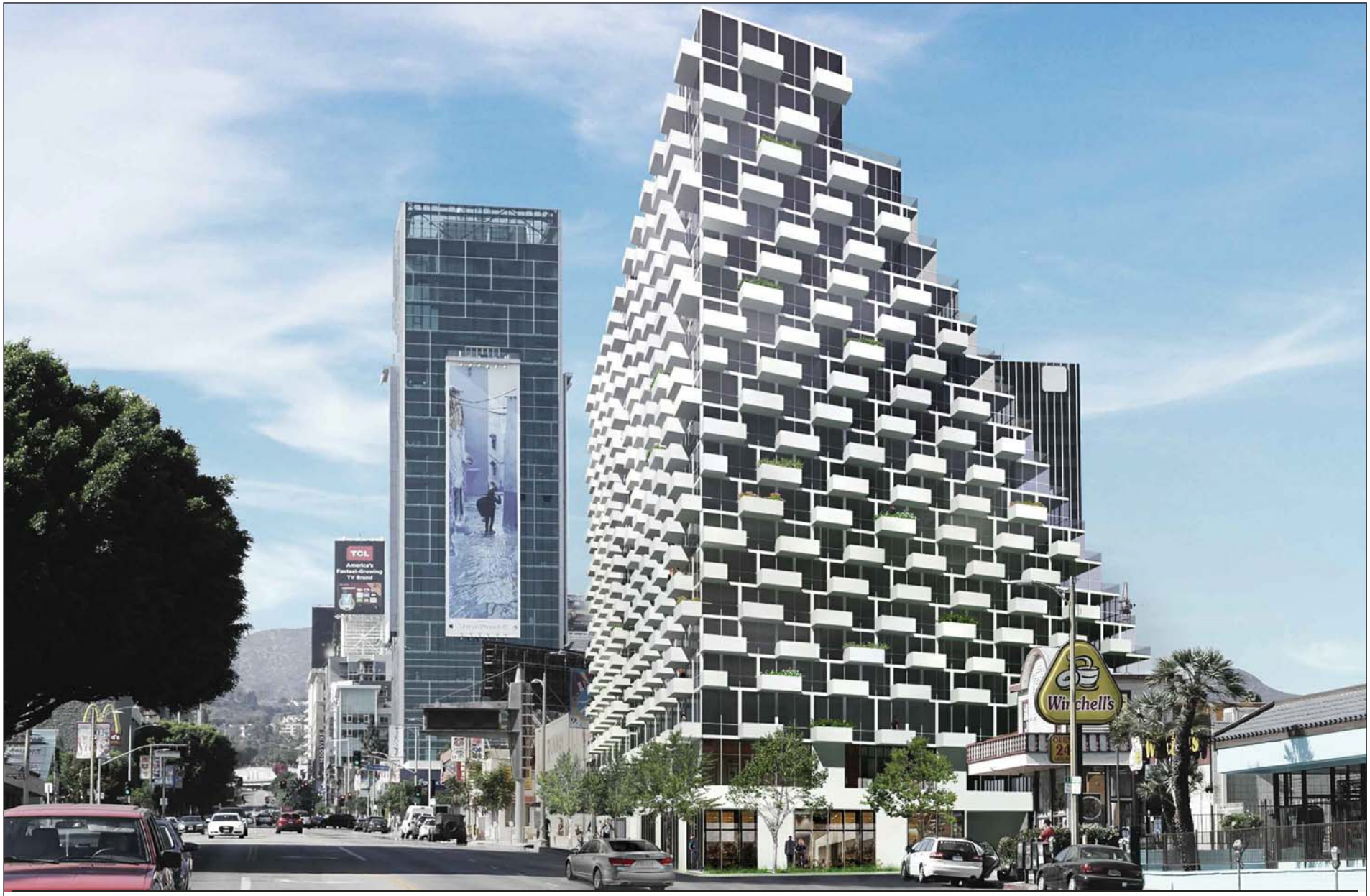

Figure A-9
Conceptual Rendering
Looking North on Vine Street

Source: Eyestone Environmental, 2017.

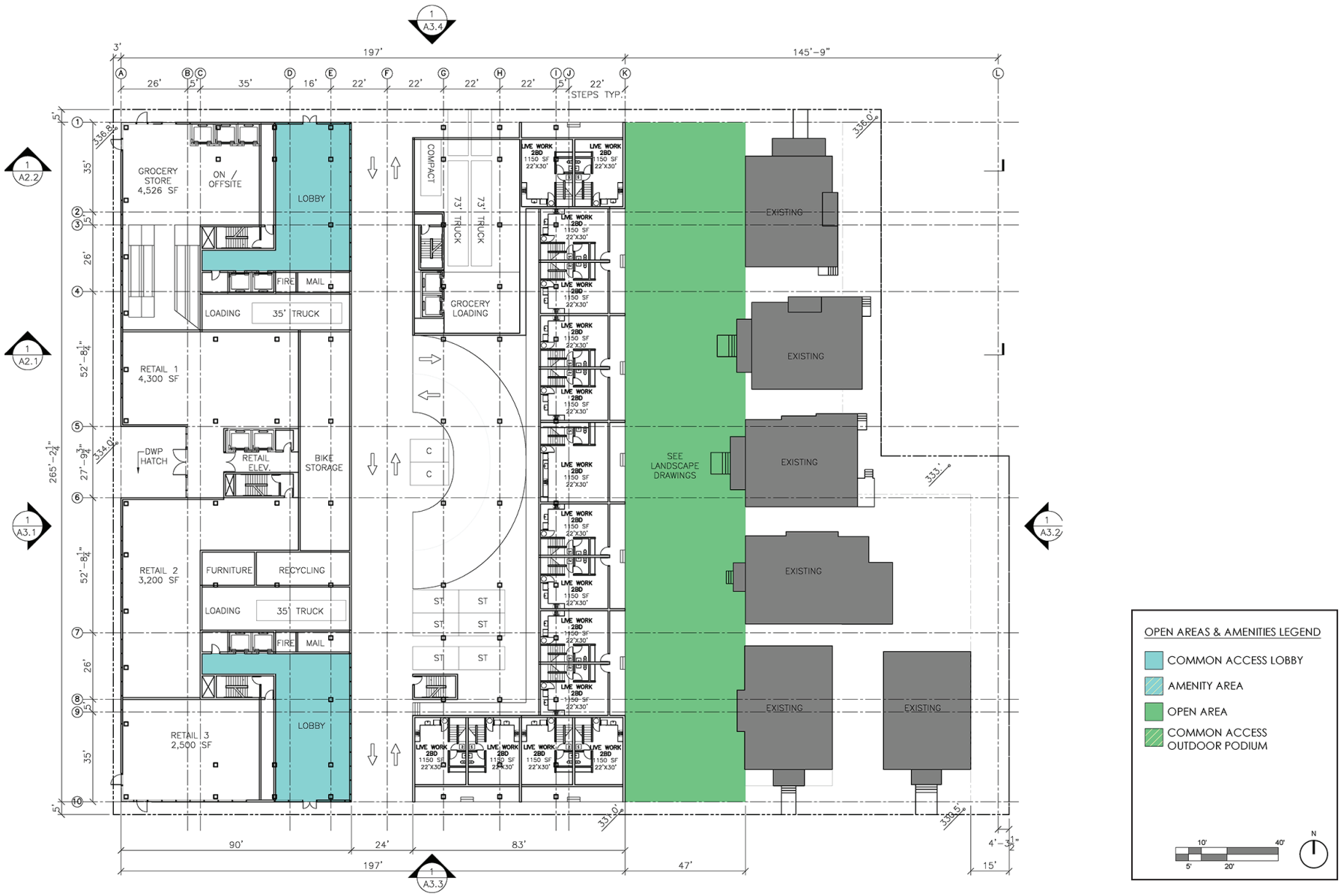

Figure A-10
Ground Floor Plan

Source: Stanley Saitowitz|Natoma Architects Inc. 2017.

b. Building Design

As shown in the Conceptual Site Plan provided in Figure A-7 on page A-13, the new high-rise building would be located within the western portion of the Project Site, fronting Vine Street, Afton Place and De Longpre Avenue, while the six bungalows would be relocated along the eastern portion of the Project Site. The proposed high-rise building has been designed in a contemporary architectural style with the main façade along the Vine Street frontage. The high-rise building will feature a tiered transition from the highest point of the building along Vine Street to the lower scaled historic bungalows and other residential uses to the east. The new building would be separated from the relocated bungalows on the eastern portion of the Project Site by an approximately 47-foot publicly accessible buffer that would include pedestrian walkways that lead to the bungalows and the ground floor live-work entrances of the new building. As shown in Figure A-8 and Figure A-9 on pages A-14 and A-15, the high-rise building's west façade would be similar in height to other high-rise buildings along Vine Street, while the east façade would be terraced and diminishing in scale.

As shown in Figure A-11 and Figure A-12 on pages A-18 and A-19, the Project has also been designed to provide an enhanced pedestrian environment. Pedestrian access within and around the Project would include landscaped sidewalks along Vine Street, Afton Place, and De Longpre Avenue. In addition, the 47-foot buffer between the high-rise building and bungalows would include abundant landscaping and trees. New landscaping and trees would be planted between each bungalow along the eastern boundary line.

c. Open Space and Recreational Amenities

Overall, the Project would provide 60,505 square feet of open space, exceeding the 55,850 square feet of open space required by the LAMC. The grade level of the Project Site would include approximately 13,155 square feet of publicly accessible outdoor landscaped open space located between the new high-rise building and relocated bungalows, and a 3,400-square-foot resident lounge and a dog run. The third level of the new building would include a 14,800-square-foot outdoor amenity deck with recreational features such as a pool with chaise lounges, seating areas, fire pits, and as described further below, new trees and shrubs. In addition, interior residential amenity spaces on the third level totaling approximately 7,500 square feet would abut the pool amenity deck and may include a fitness center and club room. The Project would also provide 21,650 square feet of private balconies.

There are seven on-site trees located within the Project Site and six street trees located along Afton Place and Vine Street. None of the trees are of a species that is protected by the LAMC. Of these trees, six on-site trees and one street tree would be

Figure A-11
Conceptual Rendering
Looking North Through Project Site

Source: Eyestone Environmental, 2017.

Figure A-12
Conceptual Rendering
Looking East Along Afton Place

Source: Eyestone Environmental, 2017.

removed. The street tree would be replaced on a minimum 2:1 basis with a minimum of 24-inch box trees or as determined by the Department of Public Works.

Extensive landscaping and trees would be provided at the Project's ground floor along the sidewalk, between the new high-rise building and historic bungalows, and at the entrances to the ground floor live-work units and bungalows. In addition, the Project's amenity deck would be landscaped with trees and planters. A total of 108 new trees would be provided on-site. These trees would be planted throughout the ground and amenity levels of Project Site and would consist of purple peppermint trees, gold medallion trees, honey locusts, jacarandas, crape myrtle, non-fruiting olive, date palms, and blue podocarpus. New shrubs and perennials to be planted that would include harmony, agaves, golden breath of heaven, dianella, euphorbia, dwarf purple fringe flowers, little Ollie, Mexican weeping bamboo, ornamental grasses and grass-like plants, silver sheen, yuccas, mixed succulents, blue sedge, and low-water use turf substitute.

d. Signage and Lighting

Project signage would be designed to be aesthetically compatible with the contemporary architectural style of the Project and other signage in the area. Additionally, the Project is within the Hollywood Signage Supplemental Use District and would comply with all 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.

Exterior lighting along the public areas would include pedestrian-scale (i.e., lower to the ground, spaced closer together) fixtures. Exterior lighting would incorporate low-level exterior lights on the building and along pathways for security and wayfinding purposes. In addition, low-level lighting to accent signage, architectural features, and landscaping elements would be incorporated throughout the site. Project lighting will be designed to minimize light trespass from the Project Site and would comply with all LAMC requirements.

All new street and pedestrian lighting within the public right-of-way would comply with applicable City regulations and would require approval from the Bureau of Street Lighting in order to maintain appropriate and safe lighting levels on sidewalks and roadways while minimizing light and glare on adjacent properties.

e. Access, Circulation and Public Transportation

Vehicular access for both the commercial and residential components of the Project would be provided via driveways along both Afton Place and De Longpre Avenue into the subterranean parking garage. No vehicular access off of Vine Street is proposed.

Pedestrian access to the ground-floor neighborhood-serving commercial retail uses would be from Vine Street. Project residents would access the building and lobbies from entrances located on both Afton Place and De Longpre Avenue. The Project area generally has a mature network of pedestrian facilities including sidewalks, crosswalks and pedestrian safety features. Approximately 8- to 18-foot-wide sidewalks are provided throughout the Project vicinity. In addition, Vine Street and Fountain Avenue are designated bicycle routes.

There are multiple public transportation options in the immediate area of the Project Site. In particular, the Metro Red Line Hollywood/Vine Station is located approximately 0.4 mile north of the Project. Additionally, the Los Angeles County Metropolitan Transportation Authority (Metro) and Los Angeles Department of Transportation (LADOT) operate numerous bus lines with stops located in close proximity to the Project Site. In particular, Metro local bus route 210 runs along Vine Street in the northbound/southbound direction. Bus stops for this line are located directly north of De Longpre Avenue for the northbound direction, and across from the Project Site on Vine Street directly south of De Longpre Avenue for the southbound direction. In total, five local Metro (Routes 210, 4, 2, 302, 175, and 217), two Metro Rapid (Routes 780 and 704), and two DASH lines (Hollywood/Wilshire Larchmont Shuttle and Hollywood) service the area.

f. Parking

The Project requires and would provide a minimum of 677 vehicular parking spaces per LAMC requirements for Density Bonus Parking Option No. 1 for the residential uses and the Enterprise Zone for the commercial uses. These parking spaces would be provided within four subterranean levels. In addition, in accordance with the LAMC, a total of 532 bicycle parking spaces (73 short-term and 459 long-term bicycle parking spaces) would be provided. Consistent with the Bicycle Parking Ordinance requirements, short-term bike parking spaces would be provided outside the building in close proximity to the Project's entrances, and the long-term bicycle parking would be provided inside the subterranean parking in secured areas.

g. Density

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, permits density equivalent to the R5 (Multiple Residential) zone, or one dwelling unit per 200 square feet of lot area. With approval of the requested Zone Change, the 55,000-square-foot portion of the Site located within the C4 zone would permit a maximum of 275 dwelling units. The 34,500-square-foot R3 zoned portion of the Site permits one dwelling unit per 800 square feet of lot area, which would permit 44 dwelling units (34,500 SF/800 SF). Thus, a total of 319 dwelling units would be permitted across the Site.

Pursuant to LAMC Section 12.22-A,25, the Project includes a request for a 35-percent density bonus for a total of 429 dwelling units by designating 11 percent of the permitted base density (35 units) for Very Low Income Households. The Project also requests approval of two on-menu incentives to: (1) calculate density prior to street dedications pursuant to LAMC Section 12.22-A,25(F)(7); and (2) average density across the Project Site pursuant to LAMC Section 12.22-A,25(F)(8). In addition, in accordance with LAMC Section 12.22-A,25.G(3), the Project also requests two Waiver of Development Standards: (1) to permit a 50-percent floor area increase within the C4 zoned parcels; and (2) to permit 5 percent of the units designated for Very Low Income households (16 units) to be located on-site and 6 percent to be located off-site (19 units).

h. FAR and Setbacks

The lot area of the R3 zoned portion of the Project Site is 27,875 square feet with a 3:1 FAR, which would allow 83,625 square feet of floor area. The Project proposes 8,988 square feet of floor area within the R3 zone where the six historic bungalows would be relocated. With approval of the proposed Zone and Height District Change, the lot area of the C4 zoned portion of the Site after dedications is 53,175 square feet with a 6:1 FAR. Therefore, the C4 zoned portion of the Site would permit 319,050 square feet of floor area. The Project requests a Waiver of Development Standard to permit a 50-percent floor area increase within the C4 zoned parcels to permit 475,433 square feet of floor area within the C4 zone. Overall, the total proposed FAR for the Project Site is 5.98:1.[7]

The Project's frontage within the proposed C4 zone portion abutting Vine Avenue, Afton Place, and De Longpre Avenue require no setbacks. As shown in the Conceptual Site Plan provided in Figure A-7 on page A-13, the relocated bungalows would observe the required 5-foot side yard setback along Afton Place and De Longpre Avenue, and a 15-foot

[7] *This is based on the net square footage of 81,050. The FAR for the gross site area would be 5.4:1.*

rear yard along the eastern property line. As discussed below, pursuant to LAMC Section 12.32-R, a building line removal is requested to remove the 10-foot building line along Vine Street.

i. Sustainability Features

The Project has been designed and would be constructed to incorporate environmentally sustainable building features and construction protocols required by the Los Angeles Green Building Code and CALGreen. These standards would reduce energy and water usage and waste and, thereby, reduce associated greenhouse gas emissions and help minimize the impact on natural resources and infrastructure. The sustainability features to be incorporated into the Project would include, but would not be limited to WaterSense-labeled plumbing fixtures and weather-based controller and drip irrigation systems to promote a reduction of indoor and outdoor water use; Energy Star–labeled appliances; and water-efficient landscape design.

(a) CEQA Guidelines Appendix F

In accordance with CEQA Guidelines Appendix F, the EIR will provide further information as to energy conservation, energy implications, and the energy-consuming equipment and processes that would be used during Project construction and operation. 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 will also be analyzed. 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.

4. Project Construction and Scheduling

Construction of the Project would commence with demolition of the existing commercial structures, the multi-family residential building and surface parking areas and relocation of the six bungalows. This phase would be followed by grading and excavation for the subterranean parking garage. Building foundations would then be laid, followed by building construction, paving/concrete installation, and landscape installation. Project construction is anticipated to be completed in 2021. The estimated depths of excavation expected for the subterranean parking and building foundations would be up to approximately 40 feet below grade. It is estimated that approximately 142,000 cubic yards of export material (e.g., concrete and asphalt surfaces) and soil would be hauled from the Project Site during the demolition and excavation phase. As part of the Project, a Construction Traffic Management Plan would be implemented during construction to

minimize potential conflicts between construction activity and through traffic. The Construction Traffic Management Plan would be subject to LADOT review and approval.

5. 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 not limited to, the following:

- Pursuant to LAMC Section 12.32-Q, a Vesting Zone and Height District Change from C4-2D-SN to [Q]C4-2-SN and from (T)(Q)C2-2D and R4-2D to [Q]C4-2 for the eight westerly parcels within the Regional Center Commercial land use designation.

- Pursuant to LAMC Section 12.32-R, a Building Line Removal to remove a 10-foot building line along Vine Street.

- Pursuant to LAMC Section 12.22-A,25, Density Bonus Compliance Review for a 35-percent density bonus with 11 percent or 35 units designated for Very Low Income Households and two on-menu incentives and two Waiver of Development Standards (Off-Menu).

  - Pursuant to LAMC Section 12.22-A,25(F)(7), an On-Menu incentive to calculate density prior to street dedications.

  - Pursuant to LAMC Section 12.22-A,25(F)(8), an On-Menu incentive to average density across the C4-2-SN and R3-1XL zones.

  - Pursuant to LAMC Section 12.22-A,25(G)(3), a Waiver of Development Standard to permit a 50-percent Floor Area Increase within the C4 zoned parcels.

  - Pursuant to LAMC Section 12.22-A,25(G)(3), a Waiver of Development Standard to permit 5 percent units designated for Very Low Income Households (16 units) to be located on-site and 6 percent to be located off-site (19 units).

- Pursuant to LAMC Section 16.05-C,1, Site Plan Review for up to 429 residential units and up to 68,988 square feet of commercial uses.

- Pursuant to LAMC Section 12.24-W,1, Master Conditional Use Permit to allow one off-site license and one on-site license for the sale of a full line of alcoholic beverages for a grocery store, and three on-site licenses for the sale of a full line of alcoholic beverages within three restaurants.

- Pursuant to LAMC Section 12.24-X,12, a Zoning Administrator's Determination to allow commercial uses within six relocated historic bungalows designated on the California Register within the R3-1XL zone.

- Pursuant to LAMC Section 17.15, a Vesting Tentative Tract Map for the merger and resubdivision of the project site into three ground lots and for condominium purposes.

- Pursuant to California Government Code Sections 65864-65869.5, a Development Agreement.

- Approval of a Tree Removal Permit by the Board of Public Works.

- Certification of an Environmental Impact Report;

- Haul route approval, as may be required; 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, 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. In addition, consistent with SB 743, the City issued Zoning Information File 2452 (ZI 2452) regarding aesthetic and parking impacts for specified

projects located in a transit priority area. 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.

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 0.4 miles north 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. Nevertheless, the following aesthetics analysis is provided for informational purposes. No further evaluation of this topic in an EIR is required.

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 a mix of uses that consist of a 17,100-square-foot post-production facility, an 8,044-square-foot commercial building, an eight-unit multi-family residential building, and six historic bungalows that are listed as contributing structures to the Afton Square District, a designated California Register historic district. The six historic bungalows would be retained and relocated on the Project Site as part of the Project. There are also ancillary buildings such as sheds and garages adjacent to the bungalows that are non-contributing features to the historic district.

Scenic vistas of the buildings within the Afton Square District 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. Other visual resources that can be seen in combination with the Project Site include limited views of the Hollywood Hills. Public views of the Hollywood Hills in the vicinity of the Project Site are primarily available along Vine Street and along intermittent portions of De Longpre Avenue north of the Project Site. Public views of the Hollywood Hills from Afton Place south of the Project Site are generally not present due to existing development located north of Afton Place.

As shown in Figures A-4 and A-5 of Attachment A, Project Description, of this Initial Study, while the Project would develop a new high-rise tower on Vine Street, public views of the Hollywood Hills from Vine Street would continue to be provided to the north. In addition, as the western portion of the Project Site is already developed with a two-story building, the new high-rise tower within the western portion of the Project Site would not block any existing expansive views of the Afton Square District from Vine Street. Public views of buildings within this historic district would also continue to be provided from Afton Place and De Longpre Avenue.

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 stretching from Hollywood to 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, the Project would not interfere with current views of the downtown skyline and distant horizon line that are available from public rights-of-way within the Hollywood Hills.

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.

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

Less Than Significant impact. While the Project Site contains historic resources, 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 10.5 miles northeast of the Project Site,[1] and the nearest City-designated scenic parkway is along Mulholland Drive, approximately 1.6 miles northwest of the Project Site.[2] Additionally, the aforementioned historic bungalows would be relocated within the Project Site and adapted for reuse pursuant to a Preservation Plan. 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. Therefore, the Project would not substantially damage scenic resources, including those located within a state or

---

[1] *California Scenic Highway Mapping System, Los Angeles County, www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm, accessed February 7, 2017.*

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

City-designated scenic highway. In accordance with SB 743 and ZI 2452, impacts would not be considered significant.

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

Less Than Significant Impact. Relative to surrounding development, an 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. 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, as is evident in the vicinity of the Project Site. In the surrounding community and region, the aesthetic environment reflects a multitude of interspersed low-, mid-, and high-rise structures with commercial and residential uses and associated infrastructure with no discernible theme. 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. In accordance with City requirements, 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.

There are seven on-site trees located within the Project Site and six street trees located along Afton Place and Vine Street. None of the trees are of a species that is protected by the Los Angeles Municipal Code (LAMC). Of these trees, six on-site trees and one street tree would be removed. The on-site trees would be replaced with approximately 108 trees of various species. In addition, the street tree would be replaced on a minimum 2:1 basis with a minimum of 24-inch box trees 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: (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 and ZI 2452, impacts would not be considered significant.

Operation

The Project Site is currently occupied by a mix of uses that consist of a 17,100-square-foot post-production facility, an 8,044 square-foot commercial building, six bungalows that comprise approximately 8,988 square feet of floor area, and an eight-unit multi-family residential building approximately 7,700 square feet in size. There are also ancillary buildings such as sheds and garages adjacent to the bungalows that are non-contributing features to the historic district. All of these buildings would be removed, with the exception of the six existing bungalows that would be relocated to the eastern portion of the Project Site. The existing buildings to be removed are not scenic resources. As shown in the Conceptual Site Plan provided in Figure A-3 of Attachment A, Project Description, the high-rise building would be located on the western portion of the Project Site while the bungalows would be relocated on the eastern portion of the Project Site. The proposed high-rise building has been designed in a contemporary architectural style with the main façade along the Vine Street frontage. The high-rise building will feature a tiered transition from the highest point of the building along Vine Street to the lower scaled historic bungalows and other residential uses to the east. The high-rise building will feature a tiered transition from the highest point of the building along Vine Street to the lower scaled historic bungalows and other residential uses to the east. The new building would be separated from the relocated bungalows on the eastern portion of the Project Site by an approximately 47-foot buffer that would include pedestrian walkways that lead to the bungalows and the ground floor live-work entrances of the new building. As shown in Figures A-4 and A-5 of Attachment A, Project Description, the high-rise building's west façade would be similar in height to other high-rise buildings along Vine Street, while the east façade would be terraced and diminishing in scale. Additionally, proposed parking on-site would be designed to maximize efficiency and minimize visual impacts. The on-site parking would be located within four subterranean levels, fully screened from off-site public views along surrounding streets.

As part of the Project, the perimeter sidewalks would be enhanced with new landscaping. In addition, the 47-foot buffer between the high rise tower and bungalows would extend from De Longpre Avenue to Afton Place and would include abundant

landscaping and trees. New landscaping and trees would also be planted between each bungalow along the eastern boundary line.

A total of 108 new trees would be provided on-site. These trees would be planted throughout the ground level and amenity level of Project Site and would consist of purple peppermint trees, gold medallion trees, honey locusts, jacarandas, crape myrtle, non-fruiting olive, date palms, and blue podocarpus. New shrubs and perennials would also be planted and would include harmony, agaves, golden breath of heaven, dianella, euphorbia, dwarf purple fringe flowers, little Ollie, Mexican weeping bamboo, ornamental grasses and grass-like plants, silver sheen, yuccas, mixed succulents, blue sedge, and low-water use turf substitute.

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 compatible with the existing and proposed commercial and residential structures in the vicinity of the Project Site. In particular, as shown in Figure B-1 on page B-7, the proposed maximum building height of approximately 262.5 feet of the new tower along Vine Street would be consistent with other building heights in the vicinity. Specifically, the height of the proposed tower would be less than the height of the existing Sunset Vine Tower (approximately 297 feet) to the north along Vine Street and the existing Sunset Media Center (approximately 291 feet) to the northeast along Sunset Boulevard. The height would also be consistent with other existing and proposed high-rise buildings within the vicinity that range height from approximately 185 feet to over 300 feet. In addition, as discussed above, the Project Site has been designed such that the new tower building would transition in height downward from west to east with a landscaped buffer between the new tower and the relocated bungalows on the easternmost portion of the Project Site adjacent to the low- and mid-rise development to the east. Furthermore, the Project area continues to transform, with new and ongoing development incorporating mixed uses with mid- and high-rise buildings of varying architectural styles. 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 contemporary architectural style of the Project and other signage in the area. Additionally, the Project is within the Hollywood Signage Supplemental Use District (HSSUD) and would comply with all 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

Figure B-1
Existing and Proposed Development Within Vicinity

Source: Eyestone Environmental, 2017.

would change the visual character of the Project Site, the building height, design, massing, and scale would be compatible with the existing urban uses and 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 L.A. 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 L.A. 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 L.A. 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, surrounding uses in the general vicinity of the Project Site include commercial and residential uses, and the Sunset Vine tower to the north, multi-family residential uses to the east, hospital/medical uses to the northeast, commercial and single-family residential uses to the south, and the Buzzfeed Studios to the west. The area to the immediate north of the Project Site contains a single-family residence with an outdoor lawn area that would be considered a routinely usable outdoor space that is sensitive to shading. The residential uses to the northeast and east also include routinely useable outdoor spaces, such as outdoor lawns. As demonstrated by the shadow diagrams provided in Appendix IS-1, the residential use to the north of the Project Site would be shaded for more than three hours during the winter solstice. However, the other shadow-sensitive areas within the vicinity of the Project Site would not be shaded for 3 hours or more during any of the seasons. In accordance with SB 743 and ZI 2452, impacts would not be considered significant.

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 artificial light and glare typical of a commercial development. Light sources within the Project Site include low-level security lighting, vehicle headlights, interior lighting emanating from the existing commercial and residential buildings on the Project Site, surface 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 with views of the Project Site that are considered sensitive relative to nighttime light include residential uses to the north, residential and medical uses to the northeast and residential uses to the south and east. 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 Vine Street, De Longpre Avenue, and Afton Place.

Construction

In accordance with the provisions of LAMC Section 41.40, construction activities would be limited to the hours 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. 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 that would adversely affect day or 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. Furthermore, as noted above, construction would primarily occur during the daytime hours in accordance with the LAMC. Therefore, there would be a negligible potential for nighttime glare associated with construction activities to occur. 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 and would increase the number of vehicle trips to and from the Project Site. However, 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 design would further ensure that lighting on the upper levels and the rooftop is concentrated along Vine Street, and would reduce light spillover to the adjacent multi-family residences to the east. 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 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.

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 and back light channel letters would be directed onto signs to avoid creating off-site glare, in

accordance with the HSSUD. In accordance with the LAMC, 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 would be located within four subterranean levels, 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 south 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.

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 commercial and residential uses. 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.[3] 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 existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The Project Site is zoned C4-2D-SN, (T)(Q)C2-2D, R4-2D, and R3-1XL which permit various commercial and residential uses. The Project Site is not zoned for agricultural use. Furthermore, no agricultural zoning exists in the surrounding area. The Project Site and surrounding area are also not enrolled under a Williamson Act Contract.[4] 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 commercial and residential uses. The Project Site does not include any forest land or timberland. In addition, the Project Site is currently zoned for commercial and residential uses. The Project Site is not zoned for forest land.[5] 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

---

[3] *City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report, http://zimas.lacity.org/, accessed February 7, 2017.*

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

[5] *City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report, http://zimas.lacity.org/, accessed February 7, 2017.*

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?

No Impact. As previously discussed, the Project Site is located in an urbanized area and does not include any forest land. 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.[6] As such, the Project would not result in the conversion of farmland to non-agricultural use and would not result in the 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.

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?

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 lead[7]). The SCAQMD's 2016

---

[6] *City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report, http://zimas.lacity.org/, accessed February 7, 2017.*

[7] *Partial Nonattainment designation for the Los Angeles County portion of the Basin only.*

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 transportation, the economy, community development and the environment.[8] 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 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

[8] *SCAG serves as the federally designated metropolitan planning organization (MPO) for the Southern California region.*

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 and $PM_{2.5}$ and partial non-attainment for lead, and State air quality standards for ozone, particulate matter less than 10 microns in size (PM_{10}), and $PM_{2.5}$. 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, east, south and northeast. 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, such as wood, concrete, and metal 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.[9] The Project would not involve these types of uses. The proposed restaurant uses would comply with SCAQMD Rule 1138 which requires control devices and methods to reduce restaurant emissions.[10] In addition,

---

[9] *SCAQMD, CEQA Air Quality Handbook, 1993.*

[10] *SCAQMD, Rule 1138, Control of Emissions from Restaurant Operations, www.aqmd.gov/docs/default-source/rule-book/reg-xi/rule-1138.pdf, accessed April 18, 2017.*

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.[11]

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 commercial and residential uses. Landscaping is limited, consisting of ornamental landscaping including seven on-site trees within portions of the Project Site. 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.

[11] *SCAQMD, Rule 402, Nuisance, www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-402.pdf, accessed February 7, 2017.*

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 commercial and residential uses and 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.

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 commercial and residential uses and 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 commercial and residential uses and 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. Nevertheless, although unlikely, the seven existing ornamental trees 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), to the extent feasible. Should vegetation removal activities 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 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 of Los Angeles Protected Tree Ordinance (Chapter IV, Article 6 of the LAMC) regulates the relocation or removal of all Southern California native oak trees (excluding scrub oak), California black walnut trees, Western sycamore trees, and California Bay trees of at least 4 inches in diameter at breast height. These tree species are defined as "protected" by the City of Los Angeles. Trees that have been planted as part of a tree planting program are exempt from this Ordinance and are not considered protected. The Ordinance prohibits, without a permit, the removal of any regulated protected tree, including "acts which inflict damage upon root systems or other parts of the tree..." and requires that all regulated protected trees that are removed be replaced on at least a 2:1 basis with trees that are of a protected variety.

Landscaping within the Project Site is limited, consisting of ornamental landscaping throughout the Project Site.[12] There are seven on-site trees located within the Project Site and six street trees located along Afton Place and Vine Street. The on-site trees consist of four carrotwood trees, two Mexican fan palms, and one Siberian elm. The six street trees consist of four crape myrtles and two jacarandas. None of the trees are of a species that is protected by the LAMC. Of these trees, six on-site trees and one street tree would be removed. The on-site trees would be replaced with approximately 108 trees of various species. The street tree would be replaced on a minimum 2:1 basis with a minimum of 24-inch box trees or as determined by the Department of Public Works. The new tree species would be drought-tolerant and/or of a climate-adapted nature and would primarily require moist to dry soil conditions Tree species to be planted would consist of purple peppermint trees, gold medallion trees, honey locusts, jacarandas, crape myrtle, non-fruiting olive, date palms, and blue podocarpus. 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.

---

[12] *Romanek, Wayne, Existing Tree Survey, Omni Vine Street, September 28, 2016. This survey is included as Appendix IS-2 of this Initial Study.*

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 commercial and residential uses and surface parking. As previously described, landscaping within the Project Site is limited, consisting of ornamental landscaping within portions of the Project Site. 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, six bungalows that are part of the Afton Square Historic District that is listed in the California Register would be relocated within the Project Site and adapted for reuse pursuant to a

Preservation Plan. The Preservation Plan would ensure the buildings retain their historic significance. Additionally, known historic resources are located within the immediate vicinity of the Project Site including the YWCA Hollywood Studio Club which is listed on the National Register and California Register, as well as Cinerama Dome, Afton Arms Apartment, and Villa Elaine which are Los Angeles Historic-Cultural Monuments. Additionally, the EIR for a nearby project determined the supermarket located at 1341 Vine Street met the criteria for listing in the California Register. However, that building is slated for demolition as part of that project.[13] 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.

---

[13] *City of Los Angeles, Draft Environmental Impact Report, Academy Square Project, March 2016, https://planning.lacity.org/eir/academysquare/DEIR/DEIR%20Academy%20Square.html, accessed April 18, 2017.*

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 (see Public Resources Code, Ch. 1.75, §5097.98, and Health and Safety Code §7050.5(b))?

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 Geotechnical Investigation prepared for the Project by Geocon West, Inc., dated September 2016 and approved by the City of Los Angeles Department of Building and Safety on October 18, 2017. The primary intent of the Geotechnical Investigation is to address the subsurface soil and geologic conditions underlying the site, and based on conditions encountered, to provide conclusions and recommendations pertaining to the geotechnical aspects of design and construction. As set forth therein, specific recommendations have been included that address foundation design, dewatering, excavation, hydrogen resistivity, grading, fill material, retaining walls and other geotechnical considerations. This report is included as Appendix IS-3 of this Initial Study.

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 a project.[14] On the other hand, if a project exacerbates a condition in the existing environment, the lead agency is required to analyze that impact of that exacerbated condition on future residents and users of a project (as well as other impacted individuals). Thus, the analysis associated with seismicity, soil stability, or expansive soils below focuses on whether the Project would exacerbate these environmental conditions so as to increase the potential to expose people to impacts.

Would the project:

[14] *California Building Industry Association v. Bay Area Air Quality Management District (2015) 62 Cal.4th 369, Case No. S213478.*

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.

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.

The closest active fault is the Hollywood Fault, located approximately 0.5 mile north of the Project Site. The Project Site is not located within the Alquist-Priolo Earthquake Fault Zone for the Hollywood Fault, or within a City-designated Fault Rupture Study Area.[15,16] Therefore, the potential for surface rupture due to faulting beneath the Project

---

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

[16] *City of Los Angeles Department of City Planning, ZIMAS, Parcel Profile Report, http://zimas.lacity.org/, accessed February 7, 2017.*

Site during the life of the proposed development is considered low. Furthermore, given the fact that no active or potentially active faults with the potential for surface fault rupture are known to pass directly beneath the site, the Project would not exacerbate existing fault rupture conditions. Impacts would be less than significant, and no mitigation measures are required. No further evaluation 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 0.5 mile north of the Project Site.

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, which incorporates the provisions of the California Building Code, as well as the applicable recommendations provided in the Geotechnical Investigation required by the City to minimize seismic-related hazards. The Geotechnical Investigation prepared for the Project was approved by the Department of Building and Safety on October 18, 2016. Thus, the Project would not exacerbate existing environmental conditions with regard to seismic ground shaking. 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.[17] However, a review of the County of Los Angeles Seismic Safety element indicates the Project Site is potentially located within an area susceptible to liquefaction. Nevertheless, the Geotechnical Investigation prepared for the Project concluded that based on the relatively dense to stiff older alluvial deposits underlying the Project Site and the depth of the historic high groundwater in the vicinity (approximately 45 feet below ground surface), the potential for liquefaction and associated ground deformations beneath the Project Site is considered very low. Thus, the Project would not exacerbate existing conditions with regard to seismic ground failure, including liquefaction. 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?

No 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 as a landslide area by the City of Los Angeles.[19,20] 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, no impact would occur, 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

---

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

[18] *State of California, Seismic Hazard Zones, Hollywood Quadrangle, released March 25, 1999.*

[19] *Los Angeles General Plan Safety Element, November 1996, Exhibit C, Landslide Inventory & Hillside Areas, p. 51.*

[20] *City of Los Angeles Department of City Planning, ZIMAS, Parcel Profile Report, http://zimas.lacity.org/, accessed February 7, 2017.*

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. As discussed in Attachment A, Project Description, of this Initial Study, the Project would result in an estimated 142,000 cubic yards of export material hauled from the Project Site during the demolition and excavation phase. Based on the Geotechnical Investigation, the depth of proposed foundations would be approximately 45 feet below the existing ground surface. 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. 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?

Less Than Significant Impact. As discussed above, Project Site is not located near slopes or geologic features that would result in on- or off-site landsliding or lateral spreading. Additionally, as set forth in the Geotechnical Investigation, based on the historic high groundwater depth of 45 feet and the medium dense to very dense or firm to hard soils underlying the Project Site, subsidence and liquefaction are unlikely at the Project Site. Therefore, the Project would not exacerbate existing conditions with regard to geologic or soil stability. Impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an 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 in 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 13 feet and determined to be suitable for re-use as engineered fill in accordance with the recommendations in the in the Geotechnical Investigation.

Pleistocene age alluvium was encountered beneath the artificial fill and consists primarily of reddish brown, yellowish brown, and brown interbedded silty sand, clayey sand, and sand with various amounts of silt and gravel, silty clay, and sandy clay. These soils are primarily moist to wet and medium dense to very dense or firm to hard. Construction of the Project would be required to comply with the California Building Code and supplemental requirements of the LAMC, as enforced by the City of Los Angeles. These requirements would include building foundation and other requirements appropriate to site-specific conditions set forth in the Geotechnical Investigation. In particular, the high-rise building is anticipated to be supported on reinforced concrete mat foundations, while the low-rise buildings would be supported on conventional spread foundations. Based on the Geotechnical Investigation, all foundations would derive support in the undisturbed alluvial soils generally found at or below the anticipated foundation of 45 feet below the existing ground surface. Thus, the Project would not exacerbate existing environmental conditions with regard to expansive soil. Impacts with respect to 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 32 [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 Advantage Environmental Consultants, LLC, dated April 13, 2016, and the Phase II Environmental Site Assessment (Phase II ESA) prepared for the Project Site by Andersen Environmental, dated August 12, 2014. These reports are included as Appendices IS-4 and IS-5, respectively, of this Initial Study.

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 a project. On the other hand, if a project exacerbates a condition in the existing environment, the lead agency is required to analyze that impact of that exacerbated condition on future residents and users of a project (as well as other impacted individuals). Thus, 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.

Would the project:

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

Less Than Significant Impact. 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 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. 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 currently consists of commercial uses including production studios, restaurants, and a pawn shop, residential uses, and the bungalows. A review of historic data indicates the Project Site has been developed with various residential and commercial uses since at least the 1920s.

Historic uses on the Project Site include dry cleaning operations between 1933 and the 1950s and a gasoline service station in the 1920s and 1930s. Based on these historic uses, a Phase II ESA was completed to determine if a vapor encroachment condition exists on the Project Site. The Phase II did not identify detectable concentrations of volatile organic compounds in any of the five samples taken. Similarly, the Phase II did not identify any release of chlorinated organic solvents associated with dry cleaning operations (e.g., tetrachloroethylene and trichloroethylene). Based on these results, no significant risk to human health or the environment was identified and the Phase II did not recommend any further action regarding this issue.

The current uses of the Project Site and adjoining properties are not ones that are indicative of the use, treatment, storage, disposal, or generation of significant quantities of hazardous substances or petroleum products. However, based on the age of the buildings on-site, there is the potential for asbestos-containing materials (ACM), polychlorinated biphenyls (PCBs) and lead based paint (LBP) to be present.

The Phase I ESA did not include an ACM survey. However, as noted above, based on the age of the on-site buildings, there is the potential for ACM to be present. Therefore, in accordance with SCAQMD Rule 1403, Asbestos Emissions from Demolition/Renovation Activities, prior to demolition activities associated with the Project, the Applicant would be required to 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, and no mitigation measures are required.

The Phase I ESA identified one pole mounted electrical transformer on the Project Site. This transformer is owned by the Los Angeles Department of Water and Power (LADWP) and was not labeled with respect to potential PCB content. Additionally, fluorescent light ballasts present on the site 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 the Electronic Code of Federal Regulations, Title 40, Part 761 (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.

The Phase I ESA did not include an LBP survey. However, as noted above, given the age of the buildings to be removed, there is the potential for LBP to be present within the structures. Therefore, prior to demolition activities associated with the Project, the Applicant would be required to 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 a less than significant level, and no mitigation measures are required.

As described in the Phase I ESA, no evidence or record of underground storage tanks or aboveground storage tanks was found. The Project Site 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. No other recognized environmental concerns (RECs) or historic recognized environmental concerns (HRECs) were identified on the Project Site.

[21] *City of Los Angeles Department of City Planning, ZIMAS, Parcel Profile Report, http://zimas.lacity.org/, accessed February 7,2017.*

Based on the above, and 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 accidental 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. There are no schools within 0.25 mile of the Project Site. The nearest school is Le Conte Middle School located approximately 0.4 mile east of the Project Site at 1316 N. Bronson Avenue. Additionally, 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 used during both the construction and operation of the Project would be used in accordance with manufacturers' instructions and handled in compliance with applicable federal, State, and local regulations. 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 exacerbate the current environmental conditions so as to create a significant hazard to the public or the environment?

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 Project Site is not listed in any of the standard federal, state, or local databases searched as part of the Phase I ESA. Various listings within one-quarter mile include small and large quantity generators of hazardous materials (e.g., photo labs, cleaners, etc.), underground storage tanks, and leaking underground storage tank sites. However, none of these listings are considered to be environmental concerns 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.

Based on the above, 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 Hollywood Burbank Airport (formally known as Burbank Bob Hope Airport), located approximately 7.8 miles from the Project Site. Given the distance between the Project Site and Hollywood Burbank Airport and the Project height of approximately 262.5 feet, the Project would not have the potential to exacerbate current environmental conditions that would 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/Circulation, 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 airstrip is the Los Alamitos Army Airfield, located approximately 26 miles southeast of the Project Site. Given the distance between the Project Site and the Los Alamitos Army Airfield and the Project height of approximately 262.5 feet, the Project would not have the potential to exacerbate current environmental conditions that would 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 0.6 mile east of the Project Site, and Santa Monica Boulevard, located approximately 0.4 mile 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 level.

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 Vine

---

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

Street and De Longpre 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 be expected to provide adequate emergency access and comply with LAFD access requirements during operation. 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 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] nor is it located within a City-designated fire buffer zone.[24] Furthermore, the Project would be developed in accordance with LAMC requirements pertaining to fire safety. 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 KPFF Consulting Engineers, dated December 2, 2016. This report is included as Appendix IS-6 of this Initial Study.

---

[23] *City of Los Angeles Department of City Planning, ZIMAS, Parcel Profile Report, http://zimas.lacity.org/, accessed February 7, 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, November 26, 1996, Exhibit D, p. 53.*

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 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 National Pollutant Discharge Elimination System (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 Best Management Practices (BMPs), including erosion control, sediment control, non-stormwater management, and materials management measures, to minimize the discharge of pollutants in stormwater runoff. The SWPPP 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.

Based on the depth to groundwater, the Project is expected to require dewatering during construction. Dewatering operations are practices that discharge non-stormwater, such as groundwater, which must be removed from a work location to proceed with construction into the drainage system. Discharges from dewatering operations can contain high levels of fine sediments, which if not properly treated, could lead to exceedance of the NPDES requirements. Thus, during construction, temporary pumps and filtration would be utilized in compliance with the NPDES requirements related to construction and discharges from dewatering operations.

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, including those pertaining to temporary dewatering, 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, community, office, 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, the Project would implement BMPs for managing stormwater runoff in accordance with the current City of Los Angeles Low Impact Development (LID) Ordinance requirements. The City's LID Ordinance sets the order of priority for selected BMPs. This order of priority is infiltration systems, stormwater capture and use, high efficiency biofiltration/bioretention systems, and any combination of any of these measures. Based on the relatively high groundwater table and the proximity of the existing and proposed structures to the groundwater, infiltration is not considered feasible at the Project Site. Therefore, capture and reuse will be implemented as part of the Project to meet City requirements. 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. As discussed in the Geotechnical Investigation prepared for the Project and included as Appendix IS-3 of this Initial Study, historic high groundwater level on the Project Site is 45 feet below ground surface (bgs), and groundwater was encountered at depths of 48 and 39 feet bgs. It is therefore anticipated that temporary dewatering would be required for the Project. Potential dewatering operations would occur in compliance with all applicable regulations, including NPDES requirements related to construction and discharges from dewatering operations. As operation of the dewatering system would be temporary, local groundwater hydrology in the immediate vicinity of the Site would be minimally affected. Therefore, impacts to groundwater supplies from dewatering during construction would be less than significant.

With respect to Project operation, as set forth in the Geotechnical Investigation, the subterranean levels of the Project would be designed such that they are able to withstand hydrostatic forces and incorporate comprehensive waterproofing systems in accordance with current industry standards and construction methods. As such, permanent dewatering operations are not expected and the groundwater level is expected to return to the existing

level at the Project Site after construction is complete. Therefore, the Project's potential impact during operation on groundwater level is less than significant.

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, approximately 95 percent of the Project Site currently consists of impervious surface area. Therefore, the degree to which surface water infiltration and groundwater recharge occurs on-site is negligible. With implementation of the Project, impervious surfaces would comprise approximately 63 of the Project Site. However, soils on the Project Site have a limited capacity to absorb stormwater during an intense rain event and are anticipated to runoff in a similar manner as impervious surfaces. As such, operation of the Project would not alter the existing limited groundwater recharge that occurs within the Project Site. 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 treat 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 95 percent of the Project Site is covered with impervious surfaces. The Project Site is not crossed by any water courses or rivers. Currently, stormwater from the Project Site is conveyed by roof drains and outlets to adjacent streets.

Construction activities associated with the Project, which would involve removal 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, in accordance with NPDES requirements the Project would implement a SWPPP that would specify 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.

As discussed in the Water Resources Report, under existing conditions, stormwater discharges from the Project Site without filtration. At buildout of the Project, the Project Site would be comprised of approximately 63 percent impervious areas. Accordingly, there is no incremental increase in the imperviousness of the Project Site that would substantially increase runoff volumes into the existing storm drain system. The amount of impervious surface area would, in fact, be substantially reduced. 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.[25]

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. As discussed in Response to Checklist Question IX.c, above, the Project Site is not crossed by any water courses or rivers. Furthermore, the Project would reduce the amount of impervious surface area on site from 95 percent to 63 percent. Accordingly, there is no incremental increase in the imperviousness of the Project Site that would substantially increase runoff volumes into the existing storm drain system. The amount of impervious surface area would, in fact, be substantially reduced. Therefore, the Project would not alter the existing drainage pattern of the site or

---

[25] *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.*

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.

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. As discussed in Response to Checklist Question IX.a, above, the Project would adhere to NPDES requirements, including preparing a SWPPP which would reduce stormwater pollution during construction and would be developed in accordance with the City's LID ordinance to control stormwater pollution during operation. Furthermore, as discussed above in Response to Checklist Question IX.c, above, the Project would reduce the amount of impervious surface area on-site, thereby reducing stormwater runoff rates. Impacts would be less than significant, and no mitigation measures would be required.

f. Otherwise substantially degrade water quality?

Less Than Significant Impact. As discussed in Response to Checklist Question IX.a, above, the Project would adhere to NPDES requirements, including preparing a SWPPP which would reduce stormwater pollution during construction and would be developed in accordance with the City's LID ordinance to control stormwater pollution during operation. Impacts would be less than significant, and no mitigation measures would be required.

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

No Impact. 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.[26,27] 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.

---

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

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

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.[28] However, the Project Site is located within the potential inundation area for the Hollywood Reservoir, which is held by the Mulholland Dam.[29] The Mulholland Dam is an LADWP dam located in the Hollywood Hills approximately 1.5 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 regulations.[30] In addition, the LADWP 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 LADWP'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. No further evaluation of this topic in the EIR is required.

---

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

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

[30] *Personal Communication Erin Gross, Staff Services Analyst, Department of Water Resources, April 19, 2017.*

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 11.5 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 1.5 miles north of the Project Site, so inundation as a result of seiche is unlikely. As 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.

X. Land Use and Planning

Would the project:

a. Physically divide an established community?

Potentially 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 with low- to high-rise buildings that are occupied primarily by commercial and residential uses. Surrounding uses in the vicinity of the Project Site include commercial and residential uses, including the Sunset Vine tower to the north, multi-family residential uses to the east, hospital/medical uses to the northeast, commercial and single-family residential uses to the south, and the Buzzfeed Studios to the west.

---

[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, on page B-20.*

The Project would remove existing commercial uses as well as an eight-unit multi-family residential building on-site. In addition, the Project would relocate six existing bungalows to the easternmost portion of the Project Site. Therefore, an analysis of the potential for the Project to disrupt an established community will be provided in the EIR.

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 vesting zone and height district change, a density bonus compliance review, and a master conditional use permit. 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 residential and commercial uses. As previously described, landscaping is limited, consisting of ornamental landscaping within portions of the Project Site. As discussed above in Section IV, Biological Resources, 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.

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

No Impact. As discussed in Response to Checklist Question XI.a, above, 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. The Project Site is also not located within a City-designated oil field or oil drilling area. Therefore, the Project would not result in the loss of availability of a locally-important 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.

XII. Noise

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 a project. On the other hand, if a project exacerbates a condition in the existing environment, the lead agency is required to analyze that impact of that exacerbated condition on future residents and users of a project (as well as other impacted individuals). Thus, the analysis associated with existing airport noise conditions under questions e. and f. below focuses on whether the Project would exacerbate these environmental conditions so as to increase the potential to expose people to impacts.

---

[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.*

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 2 miles of an airport. The closest airport to the Project Site, Hollywood Burbank Airport, is located approximately 7.8 miles from the Project Site. Given the distance between the Project Site and Hollywood Burbank Airport, the Project would not have the potential to exacerbate current environmental conditions with respect to airport noise. 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 airstrip is the Los Alamitos Army Airfield, located approximately 26 miles southeast of the Project Site. Given the distance between the Project Site and the Los Alamitos Army Airfield, the Project would not have the potential to exacerbate current environmental conditions with respect to airstrip noise. 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 429 residential multi-family dwelling units. As such, the Project would increase the residential population within 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 2017 is approximately 3,981,911 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 for the City of Los Angeles is 2.86 persons per unit.[39] Applying this factor, development of 429 dwelling units would result in a net increase of approximately 1,227 residents. The estimated 1,227 net new residents generated by the Project would represent approximately 1.12 percent of the population growth forecasted by SCAG in the City of Los Angeles Subregion between 2017 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 number of households for the City of Los Angeles Subregion in 2017 is approximately 1,390,643 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 429 residential units would constitute up to approximately 0.82 percent of the housing growth forecasted between 2017 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 population. By offering 429 residential dwelling units, the Project would help to fulfill this demand. In addition, the Project would also provide 35 on- and off-site units for Very Low Income households and a variety of unit types. As such, the Project would also provide housing for varying incomes.

As discussed in Attachment A, Project Description, the Project may include office and neighborhood commercial uses in lieu of the grocery store. From an employment

---

[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 February 7, 2017.*

[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.*

perspective, the development scenario that includes a 55,000 square-foot grocery store, 5,000 square feet of commercial retail uses, and 8,988 square feet of high-turnover restaurant uses within the relocated historic bungalows would generate the most employees. Under this scenario, the Project would generate approximately 187 employees based on employee generation rates developed by the Los Angeles Unified School District (LAUSD).[42,43] According to the 2016–2040 RTP/SCS, the employment forecast for the City of Los Angeles Subregion in 2017 is approximately 1,780,811 employees.[44] In 2021, the projected occupancy year of the Project, the City of Los Angeles Subregion is anticipated to have approximately 1,848,339 employees.[45] Thus, the Project's estimated 187 employees would constitute approximately 0.28 percent of the employment growth forecasted between 2017 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 an 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?

Less Than Significant Impact. The Project Site currently includes an eight-unit multi-family residential building that would be removed as part of the Project. However, the Project would include the development of 429 housing units, for a net increase of housing units in the City. Given that the Project would result in a net increase of dwelling units, the

---

[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. Restaurant uses are included in the "Neighborhood Shopping Center" category.*

[43] *For comparison purposes, the development scenario that includes 50,000 square feet of office and 10,000 square feet of retail would generate the fewest employees. Based on the employee generation rate for "Corporate Office" land uses, which is 0.00269 and the "Neighborhood Shopping Center" rate discussed above, this scenario would generate approximately 162 employees.*

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

[45] *Based on a linear interpolation of 2012–2040 data.*

displacement of 8 housing units would be less than significant, and no mitigation measures would be required. No further analysis of this topic in an EIR is required.

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

Less Than Significant Impact. As noted above, the Project Site currently includes an eight-unit multi-family residential building that would be removed as part of the Project. Based on the average household generation rate of 2.86 persons per household discussed above, the Project would therefore displace an estimated 23 people. However, the Project would result in a net increase of housing units on the Project Site. Thus, impacts would be less than significant, and no mitigation measures would be 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 0.2 mile west of the Project Site.[46] The Project would increase the building square footage on-site and increase the residential population. Therefore, the EIR will provide further analysis of potential impacts to fire protection.

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, and increase the residential and daytime population in the service area. This could result in the

[46] *Los Angeles Fire Department, Fire Station Locator, www.lafd.org/fire-stations/station-results?st=441&address=1360%20Vine, accessed February 7, 2017.*

need for additional police services and associated facilities. Therefore, the EIR will provide further analysis of potential impacts to police protection.

c. Schools?

Potentially Significant Impact. The Project Site is located within the boundaries of the LAUSD. The LAUSD is divided into six local districts.[47] The Project Site is located in Local District–West.[48] The Project would include of the development of additional residential uses on-site, which would generate a demand for educational services and school facilities. Therefore, the EIR will provide further analysis of impacts to schools.

d. Parks?

Potentially Significant Impact. The development of additional residential uses on-site 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 parks. Thus, the EIR will provide further analysis of potential impacts to parks.

e. Other public facilities?

Potentially Significant Impact. The development of additional residential uses on-site 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 potential impacts to libraries.

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. As discussed in Response to Checklist Question XIV.d, above, development of additional residential uses on site 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 parks. Thus, the EIR will provide further analysis of potential impacts to parks.

---

[47] *Los Angeles Unified School District, Board of Education Districts Maps 2015–2016, http://achieve.lausd.net/Page/8652, accessed February 7, 2017.*

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

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 increase the residential population on the Project Site that could utilize nearby recreational facilities, possibly necessitating the construction or expansion of new recreational facilities. Additionally, the Project would include development of private open space and recreational amenities associated with its residential component. These amenities include an expansive landscaped area running north to south through the Project Site, a resident lounge, a dog run and an outdoor amenity deck with recreational features such as a pool with chaise lounges, seating areas, and fire pits. Therefore, the EIR will provide further analysis of impacts to recreational facilities.

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, the EIR will provide further analysis of impacts to potential conflicts with applicable plans or policies.

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 (CMP), 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, the EIR will provide further analysis of potential impacts to the applicable congestion management program.

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?

Less Than Significant Impact. The Project proposes a new 262.5 foot-tall high-rise mixed-use building. It is anticipated that an emergency helipad would be located on the rooftop of the building, in accordance with current regulations. The Project Site is not located within the vicinity of any private or public airport or planning boundary of any airport land use plan. The nearest airport is the Hollywood Burbank Airport located approximately 7.8 miles northwest of the Project Site. The design, construction, and operation of the helipad would be subject to the requirements of LADBS and the LAFD. Additionally, the Project would be required to comply with applicable Federal Aviation Administration (FAA) requirements regarding rooftop lighting for high-rise structures. Furthermore, the Project would be required to comply with the notice requirements imposed by the FAA for all new buildings taller than 200 feet and would complete Form 7460-1 (Notice of Proposed Construction or Alteration), which must be submitted to the FAA at least 45 days before the start date of the proposed construction or alteration or the date an application for a construction permit is filed, whichever is earliest. Adherence to all regulatory requirements and review and approval by all applicable agencies would ensure design and construction of the helipad would not pose a threat to the public. Therefore, impacts related to construction of the helipad would be less than significant, and no mitigation measures would be required. No further analysis 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 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 LADBS and the LAFD during the City's plan review process to ensure all applicable requirements are met. Moreover, the proposed uses would be 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, the EIR will provide further analysis of potential impacts to emergency access.

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

Potentially Significant Impact. The Project Site is served by a variety of transit options including numerous bus routes 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, the EIR will provide further analysis of the potential for the Project to conflict with adopted policies, plans, or programs regarding public transit, bicycle facilities, or pedestrian facilities.

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), [49]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, Assembly Bill 52 (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. The EIR will provide further analysis of impacts to any California Native American tribe.

---

[49] *Public Resources Code Section 5020.1(k) refers to "Local register of historical resources," which are defined as a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution.*

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, the EIR will provide further analysis of this topic.

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 EIR will provide further analysis of this issue.

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?

Less Than Significant Impact. As discussed in Response to Checklist Question IX.c, above, the Project would decrease the amount of impervious surfaces on the Project Site and thus would not increase stormwater flows. Furthermore, as described above in detail in the Water Resources Report, 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. Thus, the Project would not require the construction of new off-site 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, the EIR will provide further analysis of this issue.

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. As discussed above in Response to Checklist Question XVII.b, the Project may result in an increase in wastewater flows over existing conditions. Therefore the EIR will provide further analysis of this issue.

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.[50] Ten Class III landfills and one unclassified landfill with solid waste facility permits are currently operating within the County.[51] 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

---

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

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

facilities.[52] 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.[53]

Los Angeles County continually evaluates landfill disposal needs and capacity through preparation of the Los Angeles County Countywide Integrated Waste Management Plan (ColWMP) 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.[54] Based on the most recent 2015 ColWMP Annual Report, the remaining total disposal capacity for the County's Class III landfills is estimated at 114.37 million tons.[55]

Based on the 2015 ColWMP Annual Report, the countywide cumulative need for Class III landfill disposal capacity within the next 15 years will not exceed the 2015 remaining permitted Class III landfill capacity of 114 million tons. 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 wasteshed 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. The Annual Report also 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.[56]

---

[52] *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.*

[53] *(2.53 million tons ÷ 96.45 million tons) X 100 = 2.62 percent.*

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

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

[56] *City of Los Angeles, Solid Waste Integrated Resource Plan FAQ; www.zerowaste.lacity.org/files/info/fact_sheet/SWIRPFAQS.pdf, accessed February 7, 2017.*

The City is currently diverting 76 percent of its waste from landfills.[57] The City has adopted the goal of achieving 90 percent diversion by 2025, and zero waste by 2030.

Construction

The Project Site is currently improved with residential and commercial development. Pursuant to the requirements of 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 the Azusa Land Reclamation facility, which is approximately 59.83 million tons, as well as the remaining capacity of Class III landfills open to the City, the landfills serving the Project Site would have sufficient capacity to accommodate the Project's construction solid waste disposal needs.

Operation

As discussed in Attachment A, Project Description, in lieu of the grocery store, the Project may instead construct office and neighborhood-serving retail uses. However, from a solid waste perspective, the development scenario that includes a 55,000 square-foot grocery store, 5,000 square feet of commercial retail uses, and 8,988 square feet of high-turnover restaurant uses would generate the most solid waste. As shown in Table B-1 on page B-57, upon full buildout under this scenario, the Project would generate approximately 7,607 pounds of solid waste per day. As shown in Table B-1, when accounting for existing uses to be removed, the Project would generate a net increase of approximately 6,474 pounds of solid waste per day. 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 four 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. The estimated annual net increase in solid waste that would be generated by the Project represents approximately 0.05 percent of the City's annual solid waste disposal and approximately 0.001 percent of the remaining capacity for the County's Class III landfills open to the City of Los Angeles.

---

[57] *LA Sanitation, Recycling, www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-r?_adf.ctrl-state=alxbkb91s_4&_afrLoop=1885068648914941 1#!, accessed January 13, 2017.*

Table B-1
Estimated Project Solid Waste Generation

Building	Size	Generation Rate[a]	Total (lb/day)
Existing			
Residential	8 du	12.23 lb/du/day	98
Post-production facilities[b]	26,088 sf	11.50 lb/emp/day	805[c]
Commercial Retail/Restaurant	8,044 sf	10.53 lb/emp/day	230[d]
Total Existing			***1,133***
Proposed			
Multi-Family Residential	429 du	12.23 lb/du/day	5,247
Grocery Store	55,000 sf	0.0312/sf	1,716
Retail/Restaurant	13,988 sf	17 lb/emp/day	644[e]
Total with Implementation of Project			***7,607***
Total Net Generation			**6,474**

du = dwelling unit

emp = employee

sf = square feet

lb = pound

[a] *CalRecycle, Estimated Solid Waste Generation Rates, www2.calrecycle.ca.gov/Waste Characterization/General/Rates, accessed February 7, 2017.*

[b] *The six historic bungalows, comprising 8,988 square feet, are currently used as post-production space.*

[c] *Los Angeles Unified School District, 2012 Developer Fee Justification Study, February 9, 2012, Table 11. Based on the employee generation rates for "Corporate Office" (0.00269 employee per average square foot), the existing 26,088 square feet of post-production facilities would result in 70 employees.*

[d] *Los Angeles Unified School District, 2012 Developer Fee Justification Study, February 9, 2012, Table 11. Based on the employee generation rates for "Neighborhood Shopping Centers" (0.00271 employee per average square foot), the 8,044-square-foot commercial strip center would result in 22 employees.*

[e] *Los Angeles Unified School District, 2012 Developer Fee Justification Study, February 9, 2012, Table 11. Based on the employee generation rates for "Neighborhood Shopping Centers" (0.00271 employee per average square foot), the proposed 13,988 square feet of commercial retail uses would result in 38 employees. It is conservatively assumed that this floor area would be primarily used by restaurant uses. Thus, a higher generation rate of 17 lbs per employee per day was used.*

Source: Eyestone Environmental, 2017.

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 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, Assembly Bill 341 (AB 341), which became effective on July 1, 2012, requires businesses and public entities that generate four 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 Los Angeles 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. More recently, in October 2014, Governor Jerry Brown signed AB 1826, requiring businesses to recycle their organic waste[58] on and after April 1, 2016, depending on the amount of waste generated per week. Specifically, beginning April 1, 2016, businesses that generate eight cubic yards of organic waste per week shall arrange for organic waste recycling services. In addition, beginning January 1, 2017, businesses that generate four cubic yards of organic waste per week shall arrange for organic waste recycling services. Mandatory recycling of organic waste is the next step toward achieving California's recycling and greenhouse gas emission goals. 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

[58] *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.*

materials sent to 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 an on-site recycling area or room of specified size.[59] 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.

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, as indicated above, the Project does have the potential to result in impacts to cultural resources. Therefore, further evaluation of this topic in an EIR is required.

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

[59] *Ordinance No. 171,687, adopted by the Los Angeles City Council on August 6, 1997.*

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, population and housing, and other utilities (i.e., 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, 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, hazards and hazardous materials, and hydrology and water quality, 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. Therefore, the Project would not contribute to a cumulative impact on downstream infrastructure.

With regard to population and housing, the Project's incremental contribution to potential cumulative impacts would not be cumulatively considerable. As discussed in the analysis above, the employment, housing and population generated by the Project would be well within SCAG growth forecasts.

With regard to solid waste, the Project's incremental contribution to potential cumulative impacts would not be cumulatively considerable. As discussed above, the estimated annual net increase in solid waste that would be generated by the Project represents approximately 0.05 percent of the City's annual solid waste disposal and approximately 0.001 percent of the remaining capacity for the County's Class III landfills open to the City of Los Angeles. As previously stated, 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). 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 these topics would be less than significant, and no mitigation measures are required. No further evaluation of these topics in an EIR is required.

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.