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

5420 Sunset Project

Case Number: ENV-2017-1084-EIR

Project Location: 5420–5450 West Sunset Boulevard, 1418–1440 North Western Avenue, and 1441 North Serrano Avenue, Los Angeles, California, 90027

Council District: 13—O'Farrell

Project Description: The proposed project includes a new mixed-use development consisting of 735 multi-family residential units and approximately 95,820 square feet of neighborhood-serving commercial uses, including market/retail uses. The proposed development, located at 5420 West Sunset Boulevard in the Hollywood Community Plan area, would include four six-story buildings up to 75 feet in height. The 6.75-acre Project Site is zoned C2-1, Highway Oriented Commercial, and will be supported by 1,463 vehicle parking spaces and 386 bicycle parking spaces. The Project would include two subterranean parking levels; an at-grade parking level supporting market/retail uses on the ground floor; and residential lobbies and leasing offices, pools, spas, and other recreational facilities. In addition, the Project would provide approximately 79,955 square feet of open space, including landscaped courtyards, a north-south pedestrian paseo, and a paved plaza along the northern side of the Project Site along Sunset Boulevard.

APPLICANT:
5420 Sunset Boulevard LP, LLC

PREPARED BY:
Eyestone Environmental

ON BEHALF OF:
The City of Los Angeles
Department of City Planning
Major Projects Section

June 2017

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CITY OF LOS ANGELES

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

CALIFORNIA ENVIRONMENTAL QUALITY ACT

INITIAL STUDY
AND APPENDIX G CHECKLIST

LEAD CITY AGENCY	COUNCIL DISTRICT	DATE
City of Los Angeles, Department of City Planning	13—O'Farrell	June 28, 2017

RESPONSIBLE AGENCIES
Including, but not limited to, the Regional Water Quality Control Board and South Coast Air Quality Management District.

PROJECT TITLE/NO.	CASE NO.
5420 Sunset	ENV-2017-1084-EIR

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

PROJECT DESCRIPTION:
The Project proposes to remove an existing grocery store, vacant commercial space, a fast-food restaurant, and associated surface parking areas within the Project Site, and construct a new mixed-use development consisting of 735 multi-family residential units and approximately 95,820 square feet (sf) of neighborhood-serving commercial uses, including market/retail uses. The proposed development, located at 5420 West Sunset Boulevard in the Hollywood Community Plan area, would include four six-story buildings with a maximum height of 75 feet. The 6.75-acre Project Site is zoned C2-1, Highway Oriented Commercial, and will be supported by 1,463 vehicle parking spaces and 386 bicycle parking spaces. The Project would include two (2) subterranean parking levels; an at-grade parking level supporting market/retail uses on the ground floor; and residential lobbies and leasing offices, pools, spas, and other recreational facilities. In addition, the Project would provide approximately 79,955 sf of open space, including landscaped courtyards, a north-south pedestrian paseo, and a paved plaza along the northern side of the Project Site along Sunset Boulevard. Overall, the Project would remove approximately 100,796 sf of existing commercial floor area and construct approximately 845,868 sf of new floor area, resulting in a net increase of 745,072 sf of net new floor area within the Project Site for a total Floor Area Ratio (FAR) of approximately 2.88 to 1. The entitlements being requested for the Project include, but may not be limited to, the following: (1) Project Permit Compliance Review for compliance with the Vermont-Western Transit Oriented District Specific Plan; (2) Site Plan Review; (3) Master Conditional Use Permit to allow the onsite and offsite sale of a full line of alcoholic beverages within the Project's proposed market/retail areas; and (4) other discretionary and ministerial permits and approvals that may be deemed necessary, including but not limited to haul route, temporary street closure permits, grading permits, excavation permits, foundation permits, and building permits.

ENVIRONMENTAL SETTING:
The Project Site is located in a highly urbanized area in the Hollywood Community Plan area of the City of Los Angeles and includes a mix of low- and mid-rise buildings occupied primarily by commercial and residential uses. The Project Site is located at the southeast corner of Sunset Boulevard and Western Avenue, which are the major arterials providing regional access to the Project Site vicinity. The Metro Red Line–Hollywood and Western Station is located approximately 0.2 mile north of the Project Site. The Project Site is bounded by Sunset Boulevard to the north; Serrano Avenue to the east; and Western Avenue to the west. Specific uses surrounding the Project Site include a small retail center, the Upright Citizens Brigade Theatre, an inn, and a five-story multi-family residential building with retail to the north; retail, single-, and multi-family residential uses to the east; the former site of Deluxe Laboratories, a motion picture film processing laboratory, to the south; and a partially constructed Target store to the west. In the vicinity of the Project Site, the 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, including Serrano Avenue.

PROJECT LOCATION:
5420-5450 West Sunset Boulevard., 1418-1440 North Western Avenue., 1441 North Serrano Avenue., Los Angeles, CA 90027

PLANNING DISTRICT	**STATUS:**
Hollywood Community Plan Vermont/Western Transit Oriented District Specific Plan	☐ **PRELIMINARY** ☐ **PROPOSED** _____ ☒ **ADOPTED**

EXISTING ZONING C2-1	**MAX. DENSITY ZONING** C2-1: 1.5:1	☒ **DOES CONFORM TO PLAN**
PLANNED LAND USE & ZONE Highway Oriented Commercial; C2-1	**MAX. DENSITY PLAN** Specific Plan: 3:1	☐ **DOES NOT CONFORM TO PLAN**
SURROUNDING LAND USES Commercial and Residential	**PROJECT DENSITY** 2.88:1	☐ **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.

	Planning Assistant
SIGNATURE	**TITLE**

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less 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	☐ Agricultural and Forestry Resources	☒ Air Quality
☐ Biological Resources	☒ Cultural Resources	☐ Geology/Soils
☒ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials	☐ Hydrology/Water Quality
☒ Land Use/Planning	☐ Mineral Resources	☒ Noise
☒ Population/Housing	☒ Public Services	☒ Recreation
☒ Transportation/Traffic	☒ Tribal Cultural Resources	☒ Utilities/Service Systems
☒ Mandatory Findings of Significance		

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

☞ ☐ **BACKGROUND**

PROPONENT NAME	**PHONE NUMBER**
5420 Sunset Boulevard LP, LLC	(310) 774-5308
PROPONENT ADDRESS	
22917 Pacific Coast Highway, Suite 300, Malibu, CA 90256	
AGENCY REQUIRING CHECKLIST	**DATE SUBMITTED**
City of Los Angeles, Department of City Planning	June 28, 2017
PROPOSAL NAME (If Applicable)	
5420 Sunset	

☞ ☐ **ENVIRONMENTAL IMPACTS**

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

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
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?	☐	☐	☒	☐
VI. GEOLOGY AND SOILS. Would the project:				
a. Expose people or structures into areas that are susceptible to potential substantial adverse effects, including the risk of loss, injury or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault, caused in whole or in part by the project's exacerbation of the existing environmental conditions? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
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 in part by the project's exacerbation of the existing environmental conditions?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 exacerbating the expansive soil 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 exacerbate current environmental conditions so as to result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 6701 Center Drive West, Suite 900 Los Angeles, CA 90045	President	(424) 207-5333	June 28, 2017

A. Project Description

Attachment A: Project Description

A. Introduction

5420 Sunset Boulevard LP, LLC (the Applicant) proposes the development of a mixed-use project (the Project) on a 6.75-acre (294,082 square feet [sf]) site located at 5420 Sunset Boulevard (the Project Site) within the Hollywood Community Plan area of the City of Los Angeles (the City). The Project would replace an existing grocery store, vacant commercial space, a fast-food restaurant, and associated surface parking areas within the Project Site, that together comprise approximately 100,796 sf and associated surface parking areas with a new mixed-use development consisting of 735 multi-family residential units and approximately 95,820 sf of neighborhood-serving commercial uses, including market/retail uses. The proposed uses would be provided within four buildings that would be up to six stories[1] with a maximum height of 75 feet.

The proposed uses would be supported by 1,463 vehicle parking spaces that would be distributed throughout the Project Site in two subterranean parking levels and in one at-grade parking level. A minimum of 386 bicycle parking spaces, as required by the Vermont/Western Station Neighborhood Area Specific Plan, would also be provided on adjacent sidewalks and within the Project Site. The Project would also include residential lobbies and leasing offices, pools, spas, and other recreational facilities. In addition, the Project would meet the required open space area as set forth by the Los Angeles Municipal Code (LAMC) by providing 79,955 sf of open space, including landscaped courtyards, a public plaza fronting Sunset Boulevard, and landscaped paseos at the ground level that would be publicly accessible from Sunset Boulevard. Overall, the Project would remove approximately 100,796 sf of existing floor area and construct approximately 845,868 sf of new floor area, resulting in an increase of 745,072 sf of net new floor area within the Project Site. The total Floor Area Ratio (FAR) on the Project Site would be approximately 2.88 to 1.

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[1] *The project plans dated February 21, 2017, show a total of six stories. The Applicant seeks the flexibility to potentially include a mezzanine level in the commercial space, which could technically count as a story. However, this would not increase the overall height of the building of 75 feet. In addition, any floor area within a mezzanine level would be taken from the existing proposed commercial floor area of 95,820 square feet.*

B. Project Location and Setting

1. Project Location

As shown in Figure A-1 on page A-3, the Project Site is located in the Hollywood Community Plan of the City, approximately 4.9 miles northwest of downtown Los Angeles and approximately 12.5 miles northeast of the Pacific Ocean. Primary regional access is provided by the Hollywood Freeway (US-101), which runs north-south approximately 0.3 mile west of the Project Site. The Project Site is specifically bounded by Sunset Boulevard to the north; Serrano Avenue to the east; the former site of Deluxe Laboratories, a motion picture film processing laboratory, to the south; and Western Avenue to the west. Major arterials providing regional access to the Project Site vicinity include Sunset Boulevard and Western Avenue. The Project Site is located in a Transit Priority Area (TPA) as defined by Senate Bill (SB) 743 and City Zoning Information File (ZI) 2452. Transit stops in the area include the Metro Red Line Hollywood and Western Station, located approximately 0.2 mile north of the Project Site, and a bus stop located at the northwest corner of the Project Site on Sunset Boulevard.

2. Surrounding Uses

The Project Site is located in a highly urbanized area and includes a mixture of low- and mid-rise buildings occupied primarily by commercial and residential uses. Specific uses surrounding the Project Site include a small retail center, the Upright Citizens Brigade Theatre, an inn, and a five-story multi-family residential building with retail to the north on Sunset Boulevard; retail and residential uses to the east on Serrano Avenue; the former site of Deluxe Laboratories, a motion picture film processing laboratory, to the south;[2] and a Target store under construction and a restaurant to the west on Western Avenue. In the vicinity of the Project Site, the 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, including Serrano Avenue.

[2] *A mixed-use project was previously proposed to the south of the Project Site, but has since been withdrawn. The mixed-use project would have consisted of 200 residential units, four guest rooms, and commercial space.*

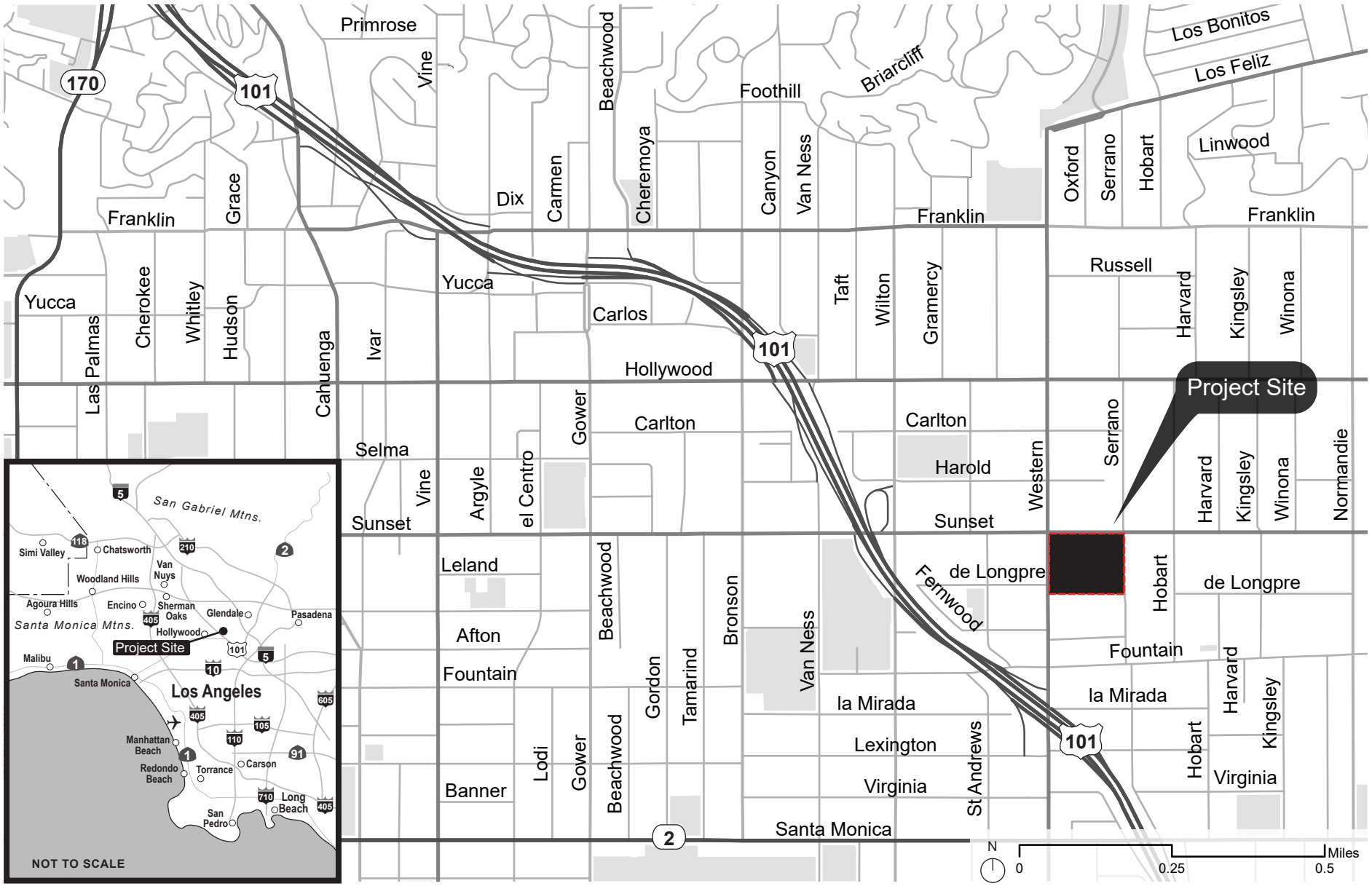

Figure A-1
Project Location Map

Source: Los Angeles County GIS, 2015; Eyestone Environmental, 2016.

C. Existing Project Site Conditions

1. Existing Uses

As shown in Figure A-2 on page A-5, the Project Site is currently occupied by a one-story grocery store, a vacant commercial space, and a one-story fast-food restaurant that together comprise approximately 100,796 sf and associated surface parking areas. Pole signs are located along Sunset Boulevard to identify the grocery store and the fast-food restaurant. Landscaping within the Project Site includes trees and bushes located throughout the surface parking areas. Several street trees are also located adjacent to the Project Site along Sunset Boulevard, Serrano Avenue, and Western Avenue.

2. Hollywood Community Plan

The Project Site is located within the planning boundary of the Hollywood Community Plan (Community Plan), adopted in December 1988, and reinstated in 2014. Under the Community Plan, the Project Site is designated for Highway Oriented Commercial land uses. Footnote 12 of the current Community Plan land use map allows a FAR of 1.5:1 for properties designated Highway Oriented Commercial and within the Hollywood Redevelopment Project area.

3. City of Los Angeles Municipal Code

The Project Site is zoned by the Los Angeles Municipal Code (LAMC) as C2-1 (Commercial, Height District 1). The C2 zone permits a wide array of land uses, including retail stores, restaurants, amusement enterprises, auditoriums, studios, schools, and hospitals, as well as any land use permitted in the C1.5 (Limited Commercial) zone. The C1.5 zone allows for single-family, two-family, or apartment house uses permitted in the R4 (Multiple Dwelling) zone, and any land use permitted in the C1 zone. The C1 zone allows for any residential use permitted in the R3 (Multiple Residential) zone. Under the C2 zone, there are no front, side, or rear yard requirements, except for residential buildings, which shall conform to the requirements of the R4 zone. Height District 1 within the C2 zone normally imposes no height limitation and a maximum FAR of 1.5:1.

The Project Site is also within the boundaries of the Hollywood Redevelopment Project Area and the Vermont/Western Station Neighborhood Area Specific Plan (Specific Plan), a 2.2-square-mile, transit-oriented district within the Hollywood and Wilshire Communities of Los Angeles. The Project Site is specifically located in Subarea C, Community Center, of the Specific Plan area, which allows maximum building heights of 75 feet and a maximum FAR of 3:1 for mixed-use projects. As set forth in the Specific Plan, when the Specific Plan differs from the LAMC, as is the case with the Project Site,

Figure A-2
Aerial Photograph of the Project Vicinity

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

the provisions of the Specific Plan shall prevail and supersede the applicable provisions of the LAMC, including permitted uses, floor area, height and other regulations.

D. Description of the Project

1. Project Overview

The Project would provide for the development of 735 multi-family residential units and approximately 95,820 sf of neighborhood-serving commercial uses, including market/retail uses. The proposed uses would be provided within four six-story buildings[3] with a maximum height of 75 feet. The proposed development would be organized around a north-south and east-west paseo. The Project would include 1,463 vehicle parking spaces, in accordance with the LAMC and Specific Plan standards, that would be distributed throughout the Project Site in two subterranean parking levels and in an at grade parking level. A total of 386 bicycle parking spaces, as required by the Specific Plan, would also be provided on adjacent sidewalks and within the Project Site. The Project would also include residential lobbies and leasing offices, pools, spas, and other recreational facilities. In addition, the Project would meet the required open space area as set forth by the LAMC by providing 79,955 sf of open space, including landscaped courtyards, a paved plaza fronting Sunset Boulevard, and landscaped paseos at the ground level that would be publicly accessible from Sunset Boulevard. To provide for the Project, the existing grocery store, vacant commercial space, fast-food restaurant, and associated surface parking areas would be demolished. Overall, the Project would remove approximately 100,796 sf of existing floor area and construct approximately 845,868 sf of new floor area, resulting in an increase of 745,072 sf of net new floor area within the Project Site and an FAR of 2.88:1. The estimated depth of excavation expected for the subterranean parking would be approximately 25 feet below grade. It is estimated that approximately 330,000 cubic yards of export would be hauled from the Project Site during the demolition and excavation phase. Conceptual illustrations of the Project are provided in Figure A-3 through Figure A-9 on pages A-7 through A-13.

2. Building Design

As previously described, the proposed multi-family residential and neighborhood-serving commercial uses would be provided within four six-story buildings up to a maximum height of 75 feet. As noted above, while the Project is considered to be one building under the City's Building Code, the proposed building would appear as

[3] *While the proposed building would appear as four separate structures, these structures collectively comprise one building per the City's Building Code due to the unifying subterranean parking structure.*

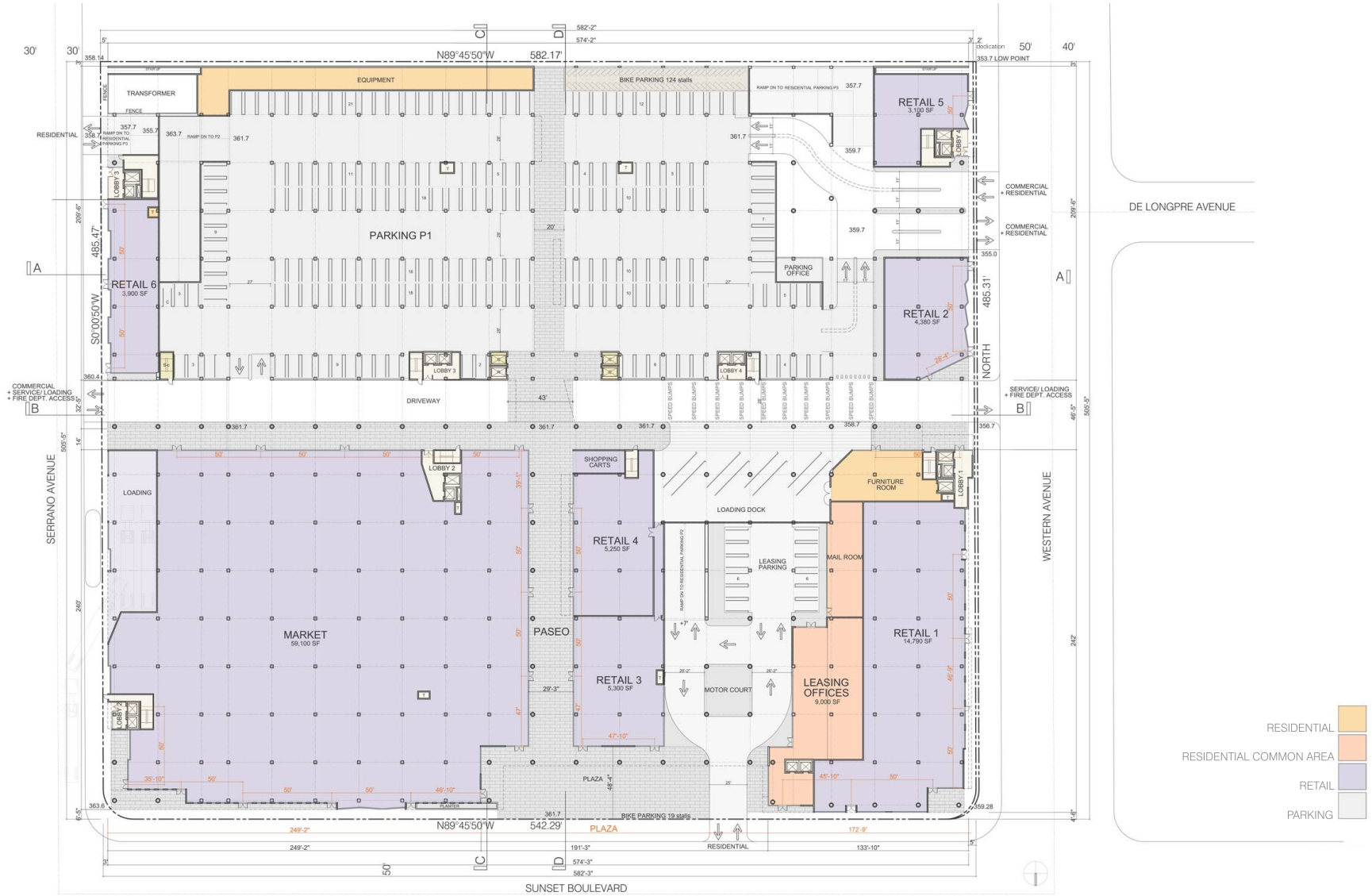

Figure A-3
Conceptual Site Plan–Ground Level and P1 Level

Source: Van Tilburg, Banvard & Soderbergh, AIA, 2017.

Figure A-4
Conceptual Site Plan–Lower Podium Level

Source: Van Tilburg, Banvard & Soderbergh, AIA, 2017.

Figure A-5
Conceptual Site Plan–Podium Level

Source: Van Tilburg, Banvard & Soderbergh, AIA, 2017.

Figure A-6
Conceptual Site Plan–P2 Level

Source: Van Tilburg, Banvard & Soderbergh, AIA, 2017.

Figure A-7
Conceptual Site Plan–P3 Level

Source: Van Tilburg, Banvard & Soderbergh, AIA, 2017.

Figure A-8
Conceptual Building Sections

Source: Van Tilburg, Banvard & Soderbergh, AIA, 2017.

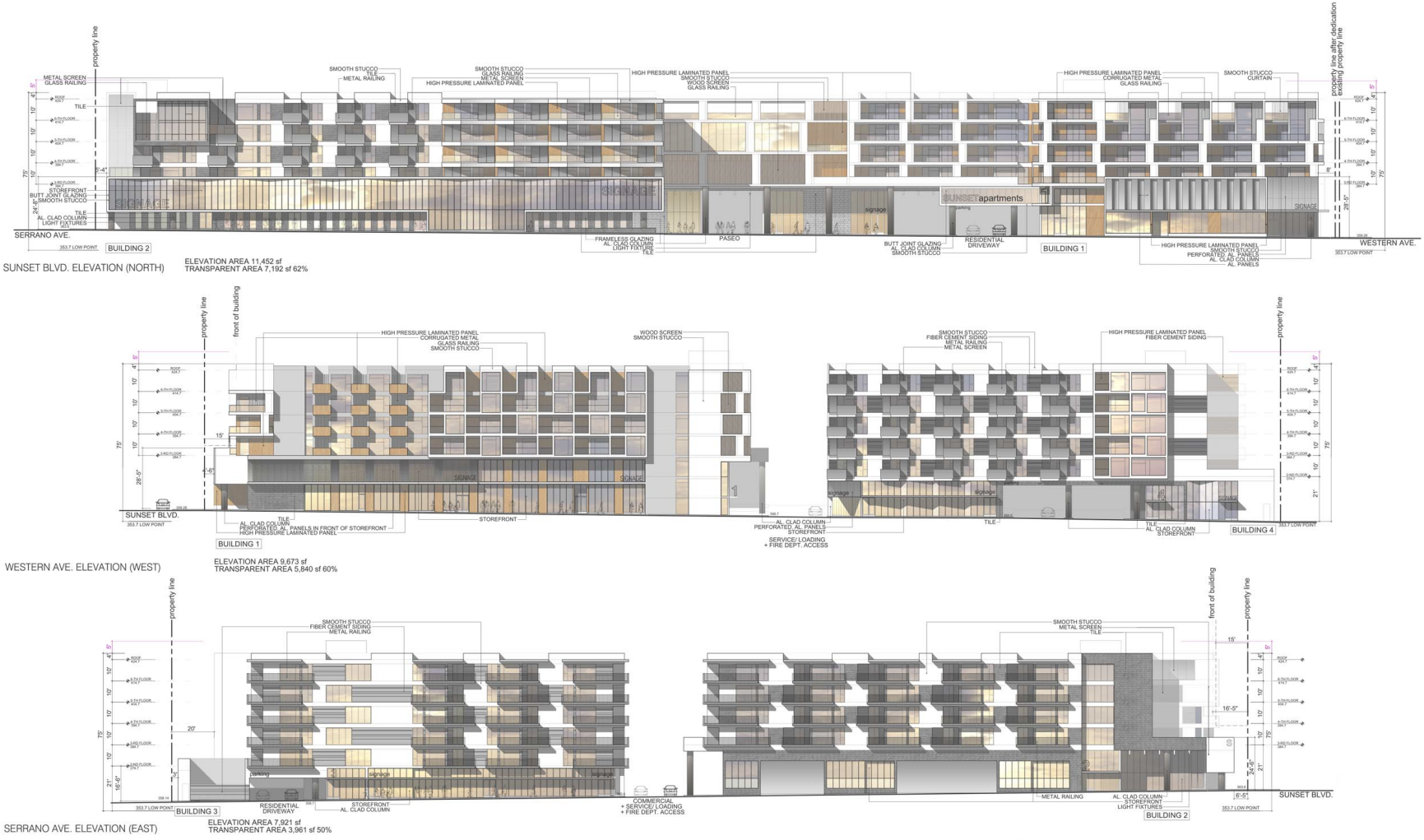

Figure A-9
Conceptual Building Elevations

Source: Van Tilburg, Banvard & Soderbergh, AIA, 2017.

four separate buildings and are herein referred to as Building 1, Building 2, Building 3, and Building 4. As shown in Figure A-3 on page A-7, at the ground level, the four buildings would be organized around a publicly accessible outdoor pedestrian paseo that would run north-south through the center of the Project Site and an access driveway that would run east-west through the center of the Project Site. The pedestrian paseo would connect to a public plaza located along Sunset Boulevard. The pedestrian paseo and public plaza are intended to promote the goals identified in the City's Mobility Plan.[4]

Buildings 1 and 2 would be seven stories in height (with a potential mezzanine level within the commercial space on the ground level) and Buildings 3 and 4 would be six stories in height. The proposed buildings would reach a maximum height of 75 feet above grade level. Building 1, located along the northwestern portion of the Project Site, would include retail uses fronting Sunset Boulevard and Western Avenue, leasing offices, an internal loading area, and a vehicular motor court that would provide access to the subterranean parking levels. Multi-family residential uses would be provided in the upper levels. Building 2, located along the northeastern portion of the Project Site, would include market/retail uses at the ground level and multi-family residential uses in the upper levels. Building 3, located within the southeastern portion of the Project Site, would include an approximate 3,900-square-foot retail space along Serrano Avenue and parking for the proposed commercial uses at the ground level, with dwelling units provided in the upper levels. Building 4, located within the southwestern portion of the Project Site, would include retail uses and parking for the proposed commercial uses provided at the ground level and multi-family residential uses provided in the upper levels. As shown in Figure A-5 on page A-9, above the ground level of each building would be a podium level, which would provide access to all four buildings and include amenities to serve the needs of residents. Each building at level 2 is oriented around an open space courtyard with shared amenities for the residents that would include multiple terraces with swimming pools, spas, cabanas, multiple lounge and seating areas, paseos with water and landscape elements, a fitness courtyard, outdoor fireplaces, outdoor kitchens, a dog park, community garden space, and private patios. Indoor recreation areas would be located on the third and fourth levels. An outdoor terrace is proposed atop the indoor recreation areas with multiple lounge areas and landscaping.

The proposed mixed-use building would be designed in a contemporary architectural style. Cantilevered balcony decks, horizontal overhangs, and canopies would be integrated with other elements, such as balconies, railings and shading devices that would provide horizontal and vertical articulation. Cutouts would also be provided throughout the façade of the buildings that would feature terraces with landscaping. A

[4] *City of Los Angeles, Mobility Plan 2035, 2016.*

variety of exterior finishes, materials, and textures would be integrated into the overall design of the various buildings, including tile, high density laminates, storefront windows with storefront heights that would vary from 11 feet to 19 feet, aluminum louvers, metal railings, exterior plaster, glass railings, and integrated signage and lighting. Glass used in all building façades would have low reflectivity to minimize glare.

3. Open Space and Recreational Amenities

As illustrated in Figure A-3 on page A-7 and in Figure A-5 on page A-9, the Project would provide a variety of open space and recreational amenities. Specifically, at the ground level, the Project would provide pedestrian paseos and a plaza that would include paving materials, raised planters, outdoor dining areas, and landscape elements that would enhance the Sunset Boulevard streetscape adjacent to the Project Site. The paseos and the plaza would be publicly accessible from adjacent sidewalks which would maintain standard widths, as required by the City. Specifically, the sidewalks along Sunset Boulevard and Western Avenue would be approximately 15 feet in width and the sidewalk along Serrano Avenue would be approximately 12 feet in width. Each building at the podium level is oriented around an open space courtyard with shared amenities for the residents that would include multiple terraces with swimming pools, spas, cabanas, multiple lounge and seating areas, paseos with water and landscape elements, a fitness courtyard, outdoor fireplaces, outdoor kitchens, a dog park, community garden space, and private patios. Indoor recreation areas would be located on the third and fourth levels. An outdoor terrace is proposed atop the indoor recreation areas with multiple lounge areas and landscaping. In total, the Project would provide 80,365 sf of open space and would exceed the requirements set forth in the Specific Plan of 78,200 sf.

As part of the Project, approximately 65 trees, including on-site trees and street trees, would be removed. The Project would comply with applicable LAMC requirements for the replacement of on-site and street trees removed. The Project includes 17 new street trees along Western Avenue, 9 new street trees along Sunset Boulevard plus retention of 11 existing Palms, and 10 new street trees along Serrano Avenue.

4. Signage and Lighting

Project signage would be designed to be aesthetically compatible with the proposed architecture of the Project and other signage in the area. Proposed signage would include identity signage, including a central identity sign on Sunset Boulevard, commercial tenant signage, and general ground-level and pedestrian directional/wayfinding signage in accordance with the Vermont Western Station Neighborhood Area Plan Development Standards and Design Guidelines. In general, new signage would be architecturally integrated into the design of the building and would establish appropriate identification for

the residential and commercial uses. No off-premises billboard advertising is proposed as part of the Project. The existing pole signs identifying the grocery store and fast food restaurant would be removed as part of the Project. Project signage would be illuminated by means of low-level external lighting, internal halo lighting, or ambient light. The Project would not include electronic signage or signs with flashing, mechanical, or strobe lights. 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.

Project lighting would include low-level exterior lighting on the buildings 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 Project Site. Project lighting would also include interior lighting visible through the windows of the residential and ground-floor commercial uses, and exterior lighting fixtures and elements along the public areas. All new street and pedestrian lighting within the public right-of-way would comply with applicable City regulations and would be approved by the Bureau of Street Lighting in order to maintain appropriate and safe lighting levels on both sidewalks and roadways while minimizing light and glare on adjacent properties. The proposed lighting sources would be similar to other lighting sources in the vicinity of the Project Site and would not generate artificial light levels that are out of character with the surrounding densely developed area.

5. Access and Circulation

Vehicular access for both the commercial and residential components of the Project would be provided from Western Avenue via two driveways. These driveways would provide two-way ingress and egress vehicular access to the Project Site. Vehicular access for the residential component would also be provided from one driveway along Sunset Boulevard and one driveway along Serrano Avenue. A driveway that would run east-west through the center of the Project Site would provide exclusive access for commercial service, loading, and the Los Angeles Fire Department.

Pedestrian access to the ground-floor neighborhood-serving commercial uses would be from Sunset Boulevard, Western Avenue, and Serrano Avenue. Project residents would access each building from residential lobbies located along Western Avenue and Serrano Avenue. The residential uses would also be accessed from the two subterranean residential parking levels.

As noted above, the Project Site is located in a TPA as defined by SB 743 and ZI 2452, and there are multiple public transportation opportunities in the Project Site's immediate area. In particular, the Metro Red Line Hollywood and Western Station is

located approximately 0.2 mile north of the Project Site. Additionally, Metro and the Los Angeles Department of Transportation operate numerous bus lines with stops located on Sunset Boulevard and Western Avenue in close proximity to the Project Site.

6. Parking

Parking for the Project's proposed uses would be provided in accordance with LAMC requirements, subject to the parking requirements set forth in the Specific Plan. As summarized in Table A-1 on page A-18, the Project would provide a total of 1,463 vehicle parking spaces which is the maximum number of parking spaces permitted by the Specific Plan. Based on the proposed unit mix, the maximum parking permitted for the residential uses is 1,095 spaces and 368 guest parking spaces. For the commercial uses, the maximum number of commercial spaces is two parking spaces for each 1,000 sf. A maximum of 192 spaces is permitted for the Project's proposed commercial uses (95,850 sf divided by 500). As set forth in the Specific Plan, in a mixed-use project the guest parking required for the residential uses shall be provided through shared use of required commercial parking spaces. The residential parking would be located within all parking levels and the parking for the commercial uses would be located in the ground parking level and in a portion of the first subterranean parking level. The Project would also comply with City standards for providing electric vehicle charging capabilities and electric vehicle charging stations within the proposed parking.

The Specific Plan contains standards for the required number of bicycle parking spaces with 0.5 bicycle spaces required for each residential unit, and one parking space for every 1,000 sf of non-residential floor area for the first 10,000 sf of floor area, and one bicycle parking space for every additional 10,000 sf of floor area. Accordingly, the Project would be required to provide a minimum of 367 residential bicycle spaces and 19 commercial bicycle spaces. The Project would provide a total of 548 bicycle parking spaces, consisting of 76 short-term spaces and 472 long-term spaces. Short-term bicycle parking spaces would be distributed on the sidewalks along Sunset Boulevard and Western Avenue and within the plaza, and paseos. Long-term bicycle parking spaces would be provided on parking levels P1, P2, and P2. Two locker rooms would be located at ground level in the southeast portion of the Project Site and would each consist of 24 lockers, a shower, toilet, and lavatory.

7. Density, FAR, and Setbacks

The Project Site comprises approximately 294,082 sf of lot area. The Project Site's maximum allowable density is 1 dwelling unit per 400 sf of lot area, which results in a maximum of 735 dwelling units within the Project Site. The Project would include the development of 735 units and would be within the density permitted within the Project Site.

Table A-1
Summary of Proposed Vehicle Parking

Land Use	Maximum Number of Spaces Pursuant to the Specific Plan	Number of Spaces Proposed
Residential	1,095	1,095
Commercial[a]	192	192
Additional Guest Parking[b]	176	176
Total	**1,463**	**1,463**

[a] *Also counts toward the 368 required guest parking spaces.*

[b] *Requirement of 368 guest parking spaces minus 192 spaces shared with the commercial uses.*

Source: Eyestone Environmental, 2017.

The Project Site is specifically located in Subarea C, Community Center, of the Specific Plan area, which allows maximum building heights of 75 feet and a maximum FAR of 3:1 for mixed-use projects. As noted above, a FAR of 3:1 is currently permitted within the Project Site under the Specific Plan. The Project would comprise a FAR of 2.88:1. Therefore, the Project would be within the FAR currently permitted within the Project Site.

No setbacks are required per Section 9.H of the Specific Plan. However, per the design guidelines provided in Section V.6 of the Specific Plan, no structure shall exceed 30 feet within 15 feet of the Sunset Boulevard frontage. In addition, the building shall setback 10 feet from the first floor frontage along Sunset Boulevard.

8. Sustainability

The Project would incorporate features to support and promote environmental sustainability. "Green" principles are incorporated throughout the Project to comply with the City of Los Angeles Green Building Code. These include, but are not limited to, energy-efficient buildings, a pedestrian- and bicycle-friendly site design, and water conservation and waste reduction features. The Project would also utilize sustainable planning and building strategies and incorporate the use of environmentally-friendly materials, such as non-toxic paints and recycled finish materials, whenever feasible. In addition, the Project Site's proximity to the Metro Red Line Hollywood and Western Station, as well as the bus lines on Sunset Boulevard and Western Avenue would encourage and support the use of public transportation and a reduction in vehicle miles traveled by Project residents, employees, and visitors. The following specific features would be incorporated in the Project:

Energy Conservation and Efficiency

- Use of Energy Star–labeled products and appliances, including dishwashers in the residential units, where appropriate.
- Use of full-cutoff or fully shielded on-street lighting oriented to pedestrian areas/sidewalks so as to minimize overlighting, light trespass, and glare.
- Use of light emitting diode (LED) lighting or other energy-efficient lighting technologies, such as occupancy sensors or daylight harvesting and dimming controls, where appropriate, to reduce electricity use.
- Incorporation of energy-efficient design methods and technologies, such as high performance window glazing; undergrounding parking to reduce heat island effects; passive energy efficiency strategies, such as façade shading, roof overhangs, porches, and inner courtyards; high efficiency domestic heaters; and enhanced insulation to minimize solar heat gain.
- Inclusion of outdoor air flow measuring devices, additional outdoor air ventilation, and use of low emitting materials to promote indoor environmental quality.
- Incorporation of generous operable windows and high performance window glazing; shading of unit fenestration through balcony overhangs to prevent excess heat; and use of natural light.
- Use of insulated plumbing pipes and high efficiency domestic water heaters.
- Use of updated boiler controls to improve efficiency.
- Use of refrigerants that reduce ozone depletion.
- Use of energy-efficient electrical and mechanical equipment and monitoring systems.
- Provision of conduit that is appropriate for future photovoltaic and solar thermal collectors.
- Post-construction commissioning of building energy systems performed on an ongoing basis to ensure all systems are running at optimal efficiency.

Water Conservation

- Inclusion of water conservation measures in accordance with Los Angeles Department of Water and Power requirements for new development in the City

of Los Angeles (e.g., high-efficiency fixtures and appliances, weather-based irrigation systems, drought-tolerant landscaping).

- Use of drought-tolerant plants and indigenous species, storm water collection through a first flush filtration system of rain gardens where possible, permeable pavement wherever possible, and storm water filtration planters to collect roof water to be reused on-site.

- Incorporation of a leak detection system for any swimming pool, Jacuzzi, or other comparable spa equipment introduced on-site.

- Use of high-efficiency Energy Star–rated dishwashers where appropriate.

- Prohibition of the use of single-pass cooling equipment (i.e., equipment in which water is circulated once through the system, then drains for disposal with no recirculation).

- Consideration of individual metering and billing for water use of all residential uses and exploration of metering for commercial spaces.

- Installation of cooling tower automatic water treatment to minimize cooling tower blowdown and water waste.

- Use of weather-based irrigation controller with rain shutoff, matched precipitation (flow) rates for sprinkler heads, and rotating sprinkler nozzles or comparable technology such as drip/microspray/subsurface irrigation where appropriate.

- Installation of a separate water meter (or submeter), flow sensor, and master valve shutoff for irrigated landscape areas totaling 5,000 sf and greater.

- Use of proper hydro-zoning and turf minimization, as feasible.

- Install waste piping to allow for the future installation of a greywater system to supply landscape irrigation.

<u>Water Quality</u>

- Use of on-site storm water treatment.

- Installation of catch basin inserts and screens to provide runoff contaminant removal.

- Preparation and implementation of a Stormwater Pollution and Prevention Plan and Standard Urban Stormwater Mitigation Plan, both of which would include

Best Management Practices to control stormwater runoff, minimize pollutant loading and erosion effects during and after construction.

Solid Waste

- Provision of on-site recycling containers to promote the recycling of paper, metal, glass, and other recyclable materials and adequate storage areas for such containers during construction and after the building is occupied.
- Use of building materials with a minimum of 10 percent recycled-content for the construction of the Project.
- Implementation of a construction waste management plan to recycle and/or salvage a minimum of 75 percent of nonhazardous construction debris or minimize the generation of construction waste to 2.5 pounds per sf of building floor area.

Transportation

- Allocation of space for installation of bike share facilities at the Project Site should a bike share program become available in Los Angeles.
- Allocation of preferred parking for alternative-fuel vehicles, low-emitting, and fuel-efficient and ride-sharing vehicles.
- Provision of electric vehicle charging stations in accordance with applicable City and LAMC requirements.

Air Quality

- Employment of practices that prohibit the use of chlorofluorocarbons (CFCs) in HVAC systems.
- Meeting applicable Los Angeles Municipal Code, City, and/or State air emissions requirements for all heating or cogeneration equipment utilized at the Project Site.
- Installation of landscaping throughout the Project Site, including roof decks, pool decks, and terraces, to provide shading and capture carbon dioxide emissions.
- Use of adhesives, sealants, paints, finishes, carpet, and other materials that emit low quantities of volatile organic compounds (VOCs) and/or other air quality pollutants.

(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.

E. Project Construction and Scheduling

Construction of the Project would commence with demolition of the existing buildings and surface parking areas, followed by grading and excavation for the subterranean parking. Building foundations would then be laid, followed by building construction, paving/concrete installation, and landscape installation. Project construction is anticipated to take approximately 28 months and be completed in 2021. The estimated depth of excavation expected for the subterranean parking would be approximately 25 feet below grade. It is estimated that approximately 330,000 cubic yards of export would be hauled from the Project Site during the demolition and excavation phase.

F. Necessary Approvals

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

- Site Plan Review pursuant to LAMC Section 16.05;
- Project Permit Compliance Review under the Specific Plan;
- Master Conditional Use Permit (CUB) pursuant to LAMC Section 12.24 W.1 for the sales and/or dispensing of alcoholic beverages within the commercial uses of the Project;
- Haul route approval, as may be required;
- Construction permits, including building, grading, excavation, foundation, temporary street closures, and associated permits; and

- Other discretionary and ministerial permits and approvals that may be deemed necessary.

B. Explanation of Checklist Determinations

Attachment B: Explanation of Checklist Determinations

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

I. Aesthetics

In September 2013, Governor Jerry Brown signed Senate Bill (SB) 743, which became effective on January 1, 2014. Among other provisions, SB 743 adds Public Resources Code (PRC) Section 21099, which provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." PRC Section 21099 defines a "transit priority area" as an area within 0.5 mile of a major transit stop that is "existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." PRC Section 21064.3 defines "major transit stop" as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." PRC Section 21099 defines an infill site as a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses. This state law supersedes the aesthetic impact thresholds in the *2006 L.A. CEQA Thresholds Guide*, including those established for aesthetics, obstruction of views, shading, and nighttime illumination.

The City has issued Zoning Information File 2452 (ZI 2452) regarding aesthetic and parking impacts for specified projects located in a transit priority area (TPA).[1] ZI 2452 summarizes the provisions of SB 743 and specifies that visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impacts as defined in the City's CEQA Thresholds Guide shall not be considered an impact for infill projects within transit priority areas. Under ZI 2452, a project shall be considered within a transit priority area if all parcels within the project site have no more than 25 percent of their area farther than 0.5 mile from a major transit stop and if not, more than 10 percent of the residential units or 100 units, whichever is less, in the project are farther than 0.5 mile from a major transit stop. ZI 2452 also includes a map showing the transit priority areas in the City.

The Project is a mixed-use residential development which is entirely within 0.5 mile of a major transit stop (i.e., the Hollywood and Western Metro Station 0.2 mile 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 as a matter of law. Notwithstanding the mandate imposed by SB 743, the following aesthetics analysis is provided for informational purposes only. 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 discussed in Attachment A, Project Description, of this Initial Study, the Project Site is currently occupied by a one-story grocery store, a vacant commercial space, a one-story fast-food restaurant, and their associated surface parking areas. The Project would remove these uses and construct four six-story buildings[2] with a maximum height of

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

[2] *The project plans dated February 21, 2017, show a total of six stories. The Applicant seeks the flexibility to potentially include a mezzanine level in the commercial space which could technically count as a story.* *(Footnote continued on next page)*

75 feet that would include 735 multi-family residential units and 95,820 square feet of neighborhood-serving commercial uses, including market/retail uses.

Visual resources in the vicinity of the Project Site include the Hollywood Hills and the Griffith Observatory. Scenic vistas in the vicinity of the Project Site are primarily available from area roadways. While the Project would include new development with a maximum height of 75 feet, public views of the Hollywood Hills would continue to be provided to the north.

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 and beyond. 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?

No impact. The Project Site is not located along a state scenic highway. The nearest officially eligible state scenic highway is along the Foothill Freeway (I-210), approximately 9.5 miles northeast of the Project Site,[3] and the nearest City-designated scenic parkway is along Mulholland Drive, approximately 2.7 miles northwest of the Project Site.[4] Regardless, the Project Site does not include any scenic resources. Specifically, the Project Site is currently developed with a grocery store, vacant commercial space, fast food restaurant, and associated surface parking areas. As discussed in the Tree Report for the

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However, this would not increase the overall height of the building of 75 feet. In addition, any floor area within a mezzanine level would be taken from the existing proposed commercial floor area of 95,820 square feet.

[3] *California Scenic Highway Mapping System, Los Angeles County, www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm, accessed March 6, 2017.*

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

Project included in Appendix IS-1 of this Initial Study, the Project Site does not include protected trees. In addition, the Project Site does not include rock outcroppings, or other natural features. Furthermore, none of the buildings within the Project Site are considered historic resources. Therefore, the Project would not substantially damage scenic resources, including those located within a state or City-designated scenic highway. In accordance with SB 743 and ZI 2452, impacts would not be considered significant.

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. This urban mosaic is also 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. However, 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 51 ornamental trees on the Project Site consisting of 27 broad-leaf trees (Brazilian Pepper Tree, Carrotwood, and Weeping Bottlebrush) and 24 palm trees (Mexican Fan Palm, King Palm, and Canary Island Date Palm). Additionally, there are 25 off-site trees consisting of 11 palm trees along Sunset Boulevard, five ficus trees along

Western Avenue, and nine American Sweetgum trees along Serrano Avenue. None of the trees are of a species that is protected by the Los Angeles Municipal Code (LAMC). Of these trees, all 51 on-site trees, and 14 off-site trees would be removed. The on-site trees would be replaced on a 1:1 basis, while the street trees would be replaced on a minimum 2:1 basis or as determined by the Department of Public Works. Thus, the removal of these trees during construction activities would not substantially alter or degrade the existing visual character of the Project area.

Overall, while affecting the visual character of the Project area on a short-term basis, Project construction activities would not substantially alter or degrade the existing visual character or quality of the Project Site and surrounding area, for the following reasons: (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 one-story grocery store, a vacant commercial space, and a one-story fast food restaurant that together comprise approximately 100,796 square feet, along with their associated surface parking areas. All of these buildings and the parking areas would be removed. The existing buildings to be removed are not scenic resources.

The Project includes development of four buildings up to 75 feet in height. As shown in the Conceptual Site Plan provided in Figure A-3 of Attachment A, Project Description, the four buildings would be organized around a publicly accessible outdoor pedestrian paseo that would run north-south through the center of the Project Site and an access driveway that would run east-west through the center of the Project Site. The pedestrian paseo would connect to a public plaza located along Sunset Boulevard. The proposed mixed-use buildings would be designed in a contemporary architectural style. .

As part of the Project, the Project Site would be enhanced with open space, recreational amenities, and landscaping. Cutouts would be provided throughout the façade of the buildings that would feature terraces with landscaping. As mentioned above, the Project includes a pedestrian paseo and a plaza in the center of the Project Site. The paseo and the plaza would be publicly accessible. At the podium level, the Project would include private open space and recreational amenities available to Project residents and

guests, including four landscaped courtyards with seating, two pools (within Building 2 and Building 4), spas, and a recreational facilities building. Additionally, the Project would plant new trees and landscaping on-site.

As discussed above, the aesthetic environment of the Project vicinity reflects a multitude of interspersed low-, mid-, and high rise structures with commercial and residential uses and associated infrastructure. The Project would become part of this urban fabric and the Project massing, height, and aesthetic character would be consistent with many of the existing and proposed commercial and residential structures in the vicinity of the Project Site. Furthermore, the Project area continues to transform, with new and ongoing development incorporating mixed uses with mid- and high-rise buildings of contemporary design. The Project would not be in substantial conflict with the surrounding visual environment in terms of building height, design, massing, and scale. The buildings would be consistent with the height and design of other existing and new developments in the immediate vicinity, including the three- to four-story building along Sunset Boulevard, across the Project Site. Additionally, proposed parking on-site would be designed to maximize efficiency and minimize visual impacts. The parking to be provided on-site would be located within two subterranean levels and on an at-grade parking level.

Project signage would be designed to be aesthetically compatible with the proposed architecture of the Project and other signage in the area. Proposed signage would include identity signage, including a central identity sign on Sunset Boulevard, commercial tenant signage, and general ground-level and pedestrian directional/wayfinding signage. Overall, while the Project would change the visual character of the Project Site; the building height, design, massing, and scale would be compatible with the existing urban uses that set the aesthetic character of the vicinity. Based on the analysis above, the Project would not substantially degrade the existing visual character or quality of the Project Site or surrounding vicinity. In accordance with SB 743 and ZI 2452, impacts would not be considered significant.

Shading

As provided in the *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 a mixture of low- and mid-rise buildings occupied primarily by commercial and residential uses. Specific uses surrounding the Project Site include a small retail center, the Upright Citizens Brigade Theatre, an inn, and a five-story multi-family residential building with retail to the north, along Sunset Boulevard; retail, single-, and multi-family residential uses to the east, along Serrano Avenue; the former site of Deluxe Laboratories, a motion picture film processing laboratory, to the south; and a Target store to the west, along Western Avenue, which is currently under construction. Of these, the uses most sensitive to shading from the Project would be the inn and residential building to the north, and the outdoor areas associated with the residential uses to the east, along Serrano Avenue (approximately 100 feet east of the Project Site). As the Project Site is located in a TPA and in accordance with SB 743 and ZI 2452, impacts would not be considered significant. Nevertheless, a shade/shadow study will be included in the Draft EIR for informational purposes only.

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 Sunset Boulevard, N. Serrano Avenue, and N. Western Avenue.

Construction

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

Daytime glare could potentially occur during construction activities if reflective construction materials were positioned in highly visible locations where the reflection of sunlight could occur. However, any glare would be highly transitory and short-term, given the movement of construction equipment and materials within the construction area and the temporary nature of construction activities. Therefore, construction activities would not result in a new source of substantial light which would adversely affect day views in the area. 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 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 on the Project Site. 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. Specifically, the Project would include low-level lighting to accent signage, architectural features, and landscaping elements would be incorporated throughout the Project Site. Project lighting would also include interior lighting visible through the windows of the residential and ground-floor commercial uses. Project lighting would also meet all applicable LAMC lighting standards. As required by LAMC Sec. 93.0117(b), exterior light sources and building materials would not cause more than two (2) foot-candles of lighting intensity or generate direct glare onto exterior glazed windows or glass doors on any property containing residential units; an elevated habitable porch, deck, or balcony on any property containing residential units; or any ground surface intended for uses such as recreation, barbecue or lawn areas, or any other property containing a residential unit or units.

As discussed above, Project signage would include identity signage, including a central identity sign on Sunset Boulevard, commercial tenant signage, and general ground-level and pedestrian directional/wayfinding signage. In general, new signage would be architecturally integrated into the design of the building and would establish appropriate identification for the residential and commercial uses. Project signage would be illuminated by means of low-level external lighting, internal halo lighting, or ambient light. In accordance with the LAMC (Chapter 1, Article 4.4, Section 14.4.4 E), illumination used for Project signage would be limited to a light intensity of 3 foot-candles above ambient lighting, as measured at the property line of the nearest residentially zoned property.

With regard to glare, the Project would be designed in a contemporary architectural style and would feature various surface materials. Building materials could include tile, high density laminates, storefront windows, aluminum louvers, metal railings, exterior plaster, glass railings, and integrated signage and lighting. The Project would use anti-reflective glass or glass that has been treated with an anti-reflective coating in all exterior

windows and building surfaces to reduce potential glare from reflected sunlight.[5] Therefore, these materials would not have the potential to produce a substantial degree of glare. In addition, the proposed parking areas would be shielded from public view, 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 a grocery store, vacant commercial space, fast food

[5] *Consistent with applicable energy and building code requirements, including Section 140.3 of the California Energy Code as may be amended, glass with coatings required to meet the Energy Code requirements shall be permitted.*

restaurant, and associated surface parking areas. In addition, the uses surrounding the Project Site include commercial and residential uses. No agricultural uses or operations occur on-site or in the vicinity of the Project Site. The Project Site and surrounding area are also not mapped as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance pursuant to the Farmland Mapping and Monitoring Program of the California

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

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

No Impact. The Project Site is zoned by the LAMC as C2-1 (Commercial, Height District 1). The Project Site is not zoned for agricultural use. Furthermore, no agricultural zoning is present in the surrounding area. The Project Site and surrounding area are also not enrolled under a Williamson Act Contract.[7] Therefore, the Project would not conflict with any zoning for agricultural uses or a Williamson Act Contract. No impacts would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. As previously discussed, the Project Site is located in an urbanized area and is currently developed with a grocery store, vacant commercial space, fast food restaurant, and associated surface parking areas. The Project Site does not include any forest land or timberland. In addition, the Project Site is currently zoned for commercial uses. The Project Site is not zoned for forest land and is not used as forest land.[8] Therefore, the Project would not conflict with existing zoning for, or cause rezoning of, forest land or timberland as defined by the Public Resources Code. No impacts would

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

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

[8] *City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report, http://zimas.lacity.org/, accessed March 6, 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 or timberland. Therefore, the Project would not result in the loss or conversion of forest land to non-forest use. No impacts would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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

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

III. Air Quality

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

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

Potentially Significant Impact. The Project Site is located within the 6,700-square-mile South Coast Air Basin (the Basin). Within the Basin, the South Coast Air Quality Management District (SCAQMD) is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the Basin is in non-attainment (i.e., ozone, particulate matter less than 2.5 microns in size [$PM_{2.5}$], and lead[10]). The SCAQMD's 2012

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

[10] *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.[11] With regard to future growth, SCAG has prepared the 2016–2040 Regional Transportation Plan/ Sustainable Communities Strategy (2016–2040 RTP/SCS), which provides population, housing, and employment projections for cities under its jurisdiction. The growth projections in the 2016–2040 RTP/SCS are based on growth projections in local general plans for jurisdictions in SCAG's planning area.

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

With regard to the Project's consistency with the Congestion Management Program (CMP) administered by the Metropolitan Transportation Authority (Metro), see Response to Checklist Question XVI.b, Transportation/Circulation, 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 analyses 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

[11] *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 emissions of air pollutants in the Basin, which is currently in non-attainment of federal air quality standards for ozone, $PM_{2.5}$ and lead, and State air quality standards for ozone, particulate matter less than 10 microns in size (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 multi-family residential uses and a hotel and inn to the north along Sunset Boulevard, multi-family residential uses and a hotel/inn to the east along Serrano Avenue, and multi-family residential uses to the south. Therefore, the EIR will provide further analysis of the Project's potential to result in substantial adverse impacts to sensitive receptors.

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

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

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

Construction and operation of the Project would also comply with SCAQMD Rule 402, which states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or

annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.[12]

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 a grocery store, vacant commercial space, fast food restaurant, and associated surface parking areas. Ornamental trees and landscaping exist on 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.

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?

[12] *SCAQMD, Rule 402, Nuisance, www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-402.pdf, accessed March 3, 2017.*

No Impact. The Project Site is located in an urbanized area and is currently developed with a grocery store, vacant commercial space, fast food restaurant, and associated surface parking areas. No riparian or other sensitive natural community exists on the Project Site or in the immediate surrounding area.[13] 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 a grocery store, vacant commercial space, fast food restaurant, and associated surface parking areas. 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 a grocery store, vacant commercial space, fast food restaurant, and associated surface parking areas. In addition, the areas surrounding the Project Site are fully developed and there are no large expanses of open space areas within and surrounding the Project Site which provide linkages to natural open spaces areas and which may serve as wildlife corridors. Accordingly, development of the Project would not interfere substantially with any established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites. Furthermore, no water bodies that could serve as habitat for fish exist on the Project Site or in the vicinity of the Project Site. Notwithstanding, although unlikely, the existing on-site trees that would be removed during construction of the Project could potentially provide nesting sites for

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

migratory birds. However, the Project would comply with the Migratory Bird Treaty Act, which regulates vegetation removal during the nesting season to ensure that significant impacts to migratory birds would not occur. In accordance with the Migratory Bird Treaty Act, tree removal activities would take place outside of the nesting season (February 15–September 15), if and to the extent feasible. To the extent that vegetation removal activities must occur during the nesting season, a biological monitor would be present during the removal activities to ensure that no active nests would be impacted. If active nests are found, a 300-foot buffer (500 feet for raptors) would be established until the fledglings have left the nest. With compliance with the Migratory Bird Treaty Act, the impact would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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

Less Than Significant Impact. The City's protected tree regulations in Section 17.05.R of the LAMC (the Tree Regulations) regulate the relocation or removal of specified protected trees, which include all Southern California native oak trees (excluding scrub oak), California black walnut trees, Western sycamore trees, and California Bay trees of at least four inches in diameter at breast height. A survey of the existing trees on-site and a review of the proposed development relative to the existing location of the on-site trees were conducted by L.A. Group Design Works in July and August 2016. The results of the survey and review of the proposed development are provided in the Tree Report for the Project included in Appendix IS-1 of this Initial Study. As discussed therein, none of the tree species found within the Project Site are protected under the Tree Regulations.

With regard to non-protected trees, the Project Site includes approximately 51 ornamental trees consisting of 27 broad-leaf trees (Brazilian Pepper Tree, Carrotwood, and Weeping Bottlebrush) and 24 palm trees (Mexican Fan Palm, King Palm, and Canary Island Date Palm). All 51 on-site trees would be removed as part of the Project. Additionally, there are 25 off-site trees consisting of 11 palm trees along Sunset Boulevard, five Ficus trees along Western Avenue, and nine American Sweetgum trees along Serrano Avenue. Of the off-site trees, only 14 trees would be removed. All on-site trees would be replaced at a 1:1 ratio and off-site trees would be replaced at a 2:1 ratio, or as required by the City's Urban Forestry Division.

Therefore, the Project would not conflict with any local policies or ordinances protecting biological resources. Impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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

No Impact. The Project Site is located in an urbanized area and is currently developed with a grocery store, vacant commercial space, fast food restaurant, and associated surface parking areas. As previously described, ornamental trees and limited ornamental landscaping exist on 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.[14] 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?

Less Than 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

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

(National Register) and those formally determined to be eligible for listing in the National Register.

As discussed in Attachment A, Project Description, of this Initial Study, the Project Site is currently developed with a grocery store, vacant commercial space, fast food restaurant, and associated surface parking areas. The existing buildings on-site were constructed between 1971 and 1986.[15] Given their age (less than 50 years old), their undistinguished design (i.e., franchise architecture, common design…), and their lack of association with an architect or master builder or any important event in history or activity, the existing on-site buildings are not considered historical resources. In addition, a records search was conducted for the Project by the South Central Coastal Information Center (the SCCIC) at California State University, Fullerton to identify previously recorded prehistoric and historic resources in and around the Project Site (see Appendix IS-2 of this Initial Study). The records search includes a review of all recorded archeological sites within a 0.5-mile radius of the Project Site as well as a review of cultural resource reports on file. The California Points of Historical Interest, California Historical Landmarks, California Register of Historical Resources, National Register of Historic Places, California State Historic Resources Inventory, Survey LA, and City of Los Angeles Historic-Cultural Monuments listings were also reviewed for the Project Site. The records search indicates that there are no historic resources located on the Project Site. Furthermore, based on a Historic Places LA search, the closest identified historic resource is the Hollywood Bungalow Court located approximately 0.1 mile northeast of the Project Site at 1516 Serrano Avenue. This resource is not adjacent to the Project Site. Project construction would be confined to the boundaries of the Project Site and would not require removal of that resource or provide for improvements which would otherwise affect the integrity of the building. Additionally, the resource is separated from the Project Site by Sunset Boulevard and commercial development fronting Sunset Boulevard. Due to the distance between the Project Site and the nearest historic resource, as well as intervening development, impacts to historic resources would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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

[15] *BA Environmental, Phase I Environmental Site Assessment of 5420, 5422, 5450 Sunset Boulevard, Hollywood, California, August 2016.*

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 an urbanized area of the City of Los Angeles and has been subject to grading and development in the past. However, the records search conducted for the Project Site by SCCIC indicates that a portion of the Hollywood and Cahuenga Valley Railroad ran directly through the area, and as such, the Project Site may be sensitive to sub-surface finds. Furthermore, as the Project would require excavations at a depth of approximately 25 feet below ground surface, there is a possibility that archeological artifacts that were not recovered during prior construction or other human activity may be present, which is a potentially significant impact. Therefore, further evaluation of this topic will be provided in the EIR.

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

Less Than Significant with Mitigation Incorporated. 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. Section 5097.5 of the California Public Resources Code specifies that any unauthorized removal of paleontological remains is a misdemeanor. Furthermore, California Penal Code Section 622.5 includes penalties for damage or removal of paleontological resources.

Based on the records search conducted by the Los Angeles County Natural History Museum, included in Appendix IS-3 of this Initial Study, there are no vertebrate fossil localities that lie directly within the boundaries of the Project Site. However, the records search indicates that within the greater vicinity of the Project Site, there are fossil localities nearby from the same sedimentary deposits that occur within the Project Site. Surface deposits throughout the area consist of soil on top of older Quaternary Alluvium, derived as alluvial fan deposits from the Hollywood Hills immediately to the north. The uppermost layers of these deposits in this area typically do not contain significant fossil vertebrate remains. However, four fossil localities (LACM 6297-6300) are located approximately 0.25 mile from the Project Site. These late Pleistocene deposits were found at depths between 47 and 80 feet below the surface along and consist of fossil horse (*Equus*), bison (*Bison*), camel (*Camelops*), and mastodon (*Mammut americanum*) specimens. Additionally, fossil vertebrates have been recovered at shallower depths further south of the Project Site. LACM 5845, approximately 1.4 miles south of the Project Site, produced a specimen of fossil mastodon (*Mammutidae*) at a depth of only 5 to 6 feet below the surface. LACM 3250, approximately 1.6 miles southeast of the Project Site, produced a fossil specimen of mammoth (*Mammuthus*) at a depth of approximately 8 feet below the surface.

LACM 3371, approximately 2.9 miles southwest of the Project Site, produced a fossil bison (*Bison antiquus*) at a depth of 12 feet below the surface.

While the Project Site has been subject to grading and development in the past, the Project would require excavations at a depth of approximately 25 feet below ground surface. According to the records search by the Natural History Museum, shallow grading or shallow excavations in the older Quaternary Alluvium exposed throughout the Project Site are unlikely to provide significant fossil vertebrate remains. However, deeper excavations in the Project Site that extend down into older deposits, may well encounter significant vertebrate fossils. According to the Geotechnical Investigation provided in Appendix IS-4, of this Initial Study, the fill material near the surface and Quaternary deposits extend to depths between five and 35 feet. As the Project is estimated to have excavations up to 25 feet below ground surface, the Project may encounter significant vertebrate fossils, which is a potential significant impact.

The following Mitigation Measure shall be enforced during the construction phase of the Project. The Construction Monitor shall be responsible for implementing the Mitigation Measure and shall be obligated to provide certification, as identified below, to the appropriate monitoring agency and the appropriate enforcement agency that construction monitoring and coordination with a certified archaeologist has been implemented. The Construction Monitor shall maintain records demonstrating compliance with the mitigation measure and submit compliance reports as described below:

Mitigation Measure CUL-MM-1: During the construction phase and prior to the issuance of building permits, the Applicant shall retain an independent Construction Monitor, who shall be responsible for coordinating with a certified paleontologist to implement and enforce the following:

a. If any paleontological materials are encountered during the course of Project development, the Construction Monitor shall coordinate with the services of a paleontologist, and all further development activity shall halt and the following shall be undertaken:

   i. The services of a professional paleontologist shall then be secured by contacting the Center of Paleontology–USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum to assess the discovered material(s) and prepare a survey, study or report evaluating the impact.

   ii. The Construction Monitor shall also prepare and submit documentation of the Applicant's compliance with the

Mitigation Measure CUL-MM-1 during construction every 30 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the Applicant and Construction Monitor and be included as part of the Applicant's Compliance Report. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with the mitigation measure within two businesses days if the Applicant does not correct the non-compliance within a reasonable time of notification to the Applicant by the monitor or if the non-compliance is repeated. Such non-compliance shall be appropriately addressed by the Enforcement Agency.

iii. The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.

iv. The Applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report.

b. At the conclusion of monitoring activities, the Project paleontologist shall prepare a signed statement indicating the first and last dates monitoring activities took place, and submit it to the Dept. of City Planning, for retention in the administrative file for Case No. ENV-2017-1084-EIR.

c. Project development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum.

d. Prior to the issuance of any building permit, the Applicant shall submit a letter to the case file indicating what, if any, paleontological reports have been submitted, or a statement indicating that no material was discovered.

In the event of the discovery of previously known paleontological resource during construction, implementation of Mitigation Measures CUL-MM-1 would reduce potential impacts to a less than significant level. Accordingly, no further analysis of this topic in the EIR is required.

The Project Site does not include any known unique geologic features and no unique geologic features are anticipated to be encountered during construction of the Project. Therefore, the Project would not directly or indirectly destroy a unique geologic feature. The impact associated with unique geologic features would be less than

significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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

Less Than Significant Impact. While the Project Site has been subject to grading and development in the past, the Project would require excavations at a depth of approximately 25 feet below ground surface. A significant adverse effect could occur if grading or excavation activities associated with a project could disturb human remains. Although no human remains are known to have been found based on previous development on the Project Site, there is the possibility that unknown resources could be encountered during construction of the Project, particularly during ground-disturbing activities such as excavation and grading. While the uncovering of human remains is not anticipated, if human remains are discovered during construction, such resources would be treated in accordance with State law, including Section 15064.5(e) of the CEQA Guidelines, Section 5097.98 of the California Public Resources Code and Section 7050.5 of the California Health and Safety Code. Specifically, if human remains are encountered, work on the portion of the Project Site where remains have been uncovered would be suspended and the City of Los Angeles Public Works Department and the County Coroner would be immediately notified. If the remains are determined by the County Coroner to be Native American, the Native American Heritage Commission would be notified within 24 hours, and the guidelines of the Native American Heritage Commission would be adhered to in the treatment and disposition of the remains. Compliance with the regulatory standards described above would ensure appropriate treatment of any potential human remains unexpectedly encountered during grading and excavation activities. Therefore, the Project's impact on human remains would be less than significant and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

VI. Geology and Soils

The following analysis is based, in part, on the *Geotechnical Engineering Investigation* (Geotechnical Investigation) prepared for the Project by Geotechnologies, Inc., dated June 21, 2017. This report is included as Appendix IS-4 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 the project. The revised thresholds are intended to comply with this decision. Specifically, the decision held that an impact from the existing environment to the project, including future users and/or residents, is not an impact for purposes of CEQA. However, if the project, including future users and residents,

exacerbates existing conditions that already exist, that impact must be assessed, including how it might affect future users and/or residents of the project. Thus, in accordance with Appendix G of the State CEQA Guidelines and the *CBIA v. BAAQMD* decision, the Project would have a significant impact related to geology and soils if it would result in any of the following impacts to future residents or users in the Hollywood Community Plan Area:

Would the project:

a. Expose people or structures into areas that are susceptible to potential substantial adverse effects, including the risk of loss, injury or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault, caused in whole or in part by the project's exacerbation of the existing environmental conditions? Refer to Division of Mines and Geology Special Publication 42.

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

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

According to the Geotechnical Investigation, the Project Site is not located within a currently established Alquist-Priolo Earthquake Fault Zone for surface fault rupture hazards. In addition, the Project Site is not located within a City-designated Fault Rupture Study Area.[16] The closest active fault to the Project Site is the Elysian Park blind thrust fault, located approximately 0.8 mile northeast of the Project Site. However, the risk for surface rupture associated with blind thrust faults is inferred to be low. The closest fault likely to cause surface rupture is the Hollywood Fault, located approximately 4.5 miles northwest of the Project Site. Furthermore, given 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. Compliance with the existing state and local regulations, including the 2016 California Building Code and the Los Angeles Building Code (LABC), would ensure the Project is consistent with applicable seismic design criteria and with existing seismic safety regulations. Further, the 2010 LABC (as amended in 2014), with which the Project would be required to comply, contains construction requirements to ensure that structures are built to a level such that they can withstand acceptable seismic risk. Therefore, the Project would not expose people or structures to substantial adverse effects associated with fault rupture, and would not cause or exacerbate seismic conditions on the Project Site. As such, impacts with respect to fault rupture 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 previously stated, the closest active fault to the Project Site is the Elysian Park blind thrust fault, which is thought to be capable of producing earthquakes up to 6.7 in magnitude.

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

[16] *Los Angeles General Plan Safety Element, November 1996, Exhibit A, Alquist-Priolo Special Study Zones & Fault Rupture Study Areas, p. 47.*

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

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

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

According to the Geotechnical Investigation, the State of California does not classify the Project Site as part of a potentially liquefiable area.[17] However, the City's General Plan maps the Project Site as being prone to liquefaction.[18] To reconcile this, samples from borings taken on-site were evaluated for liquefaction potential. As discussed in further detail in the Geotechnical Investigation, testing results show the soils on the Project Site have a plasticity index higher than those considered to be liquefiable. Therefore, based on the testing results, the potential for liquefaction at the Project Site is considered remote. Thus, the Project would not expose people or structures to substantial adverse effects associated with liquefaction, and the Project would not exacerbate existing conditions with regard to liquefaction. As such, impacts associated with seismic-related liquefaction would

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[17] *See also: State of California, Seismic Hazard Zones, Hollywood Quadrangle, released March 25, 1999.*

[18] *Los Angeles General Plan Safety Element, November 1996, Exhibit B, Areas Susceptible to Liquefaction, p. 49.*

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 condition?

Less Than Significant Impact. Landslides generally occur in loosely consolidated, wet soil and/or rocks on steep sloping terrain. The Project Site and surrounding area are fully developed and generally characterized by flat topography. In addition, the Project Site is not located in a landslide area as mapped by the State,[19] nor is the Project Site mapped as a landslide area by the City of Los Angeles.[20,21] Development of the Project would not substantially alter the existing topography of the Site. Therefore, the Project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. As such, potential impacts associated with landslides would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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

Less Than Significant Impact. Development of the Project would require grading and excavation to depths of up to 25 feet and other construction activities that have the potential to disturb existing soils and expose soils to rainfall and wind, thereby potentially resulting in soil erosion. Although Project development has the potential to result in the erosion of soils, this potential would be reduced by implementation of standard erosion controls imposed during site preparation and grading activities. Specifically, all grading activities would require grading permits from the City's Department of Building and Safety, which would include requirements and standards designed to limit potential impacts associated with erosion to acceptable levels. In addition, on-site grading and site preparation would comply with all applicable provisions of Chapter IX, Article 1 of the LAMC, which addresses grading, excavations, and fills. 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

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

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

[21] *City of Los Angeles Department of City Planning, ZIMAS, Parcel Profile Report, http://zimas.lacity.org/, accessed March 6, 2017.*

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. Potential impacts with respect to liquefaction and landslides were determined to be less than significant based on the analysis presented in Response to Checklist Questions VI.a.iii and VI.a.iv, above.

Lateral spreading is a term referring to landslides that commonly form on gentle slopes and that have rapid fluid-like flow movement. As previously discussed in Response to Checklist Question VI.a.iv, the Project Site and vicinity are generally flat and there is a general lack of elevation difference in the vicinity of the Project Site. Furthermore, the Project Site is not in close proximity to any mountains or steep slopes. Therefore, potential impacts with respect to lateral spreading would be less than significant, and no mitigation measures are required.

Subsidence occurs when subsurface fluids (e.g., petroleum, groundwater, natural gas) are withdrawn from the ground. Groundwater was encountered at a depth of 52.5 feet below grade during the geotechnical exploration. Additionally, nothing encountered during the geotechnical exploration indicated that perched groundwater was likely.[22] As discussed previously, the Project would include excavation to depths of up to 25 feet. Therefore, no groundwater would be expected to be encountered during Project construction and no withdrawal would occur. Thus, impacts with respect to subsidence would be less than significant, and no mitigation measures are required.

Additionally, all Project construction would comply with the California Building Code as supplemented by additional requirements in the LAMC. These regulations are designed to assure safe construction and include building foundation requirements appropriate to the conditions present at the Project Site.

[22] *Telephone communication with Edward Hill, G.E., Geotechnologies, Inc., October 7, 2016.*

Based on the above, 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 exacerbating the expansive soil 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. As discussed in the Geotechnical Investigation, upper site soils were found to be expansive while the deeper soils which would support the proposed foundations were found to be in the low expansion range. Since the upper layer would be removed as part of the Project, the Geotechnical Investigation concluded reinforcement beyond that required by the Department of Building and Safety would not be required. Furthermore, 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 that would be provided in accordance with the design level geotechnical investigation required by the City. 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.

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

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

VII. Greenhouse Gas Emissions

Would the project:

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

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

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

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

VIII. Hazards and Hazardous Materials

The following analysis is based, in part, on the *Phase I Environmental Site Assessment* (Phase I ESA) prepared for the Project by BA Environmental, dated August 2016. This report is included as Appendix IS-5 of this Initial Study.

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

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

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

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

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

Less Than Significant Impact. The Phase I ESA included a review of environmental records for the Project Site and a site reconnaissance to identify potential on-site hazards. As discussed therein, the Project Site currently consists of the single-story grocery store, an attached single-story commercial space, and a single-story fast food restaurant. The grocery store and fast food restaurant are currently operational, while the commercial space is vacant. Records indicate the existing on-site buildings were constructed between 1971 and 1986. Prior to 1971, the Project Site was occupied with various movie studio uses.

With regard to the existing uses on the Project Site, potential environmental concerns at the Project Site noted in the Phase I ESA include asbestos-containing materials (ACM), polychlorinated biphenyls (PCBs) and lead based paint (LBP). The Phase I ESA noted suspect ACM in the form of floor tiles, floor sheeting, mastic, vinyl base molding and adhesive, drywall, joint compound, spray-on fireproofing, ceiling panels, exterior stucco, and roofing materials. However, the suspect ACM was observed to be in good condition. In accordance with SCAQMD Rule 1403, Asbestos Emissions from Demolition/Renovation Activities, prior to demolition activities associated with the Project, the Applicant would conduct surveys of all buildings to verify the presence or absence of any ACMs and conduct remediation or abatement before any disturbance occurs. Any ACMs would be removed by a licensed abatement contractor in accordance with all

federal, State and local regulations prior to renovation or demolition. Mandatory compliance with applicable federal and State standards and procedures would reduce risks associated with ACM to less than significant levels.

The Phase I ESA identified transformers, fluorescent lighting, and a decommissioned freight elevator on the Project Site which have the potential to contain PCBs. In the event that PCBs are found, suspect materials would be removed in accordance with all applicable local, state and federal regulations prior to demolition activities. Specifically, the disposal of PCB wastes is regulated by 40 CFR 761 to ensure the safe handling of these materials. With compliance with relevant regulations and requirements, Project construction activities would not expose people to a substantial risk resulting from the release of PCBs in the environment. Therefore, impacts related to PCBs would be less than significant, and no mitigation measures are required.

With regard to LBP, given the age of the buildings to be removed, there is the potential for LBP to be present within the structures. All of the paint observed on-site during the reconnaissance visit was in good condition. Nevertheless, in accordance with SCAQMD Rule 1403, Asbestos Emissions from Demolition/Renovation Activities, prior to demolition activities associated with the Project, the Applicant would conduct surveys of all buildings to verify the presence or absence of any LBPs and conduct remediation or abatement before any disturbance occurs. Any LBPs would be removed by a licensed abatement contractor in accordance with all federal, state and local regulations prior to renovation or demolition. Mandatory compliance with applicable federal and State standards and procedures would reduce risks associated with LBP to acceptable levels.

As described in the Phase I ESA, no evidence or record of underground storage tanks was found. An aboveground waste oil tank was observed in the fast-food restaurant, but no leakage was identified.

The Project Site is not within a Methane Zone or Methane Buffer Zone identified by the City.[23] 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.

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[23] *City of Los Angeles Department of City Planning, ZIMAS, Parcel Profile Report, http://zimas.lacity.org/, accessed March 6, 2017.*

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

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

Less Than Significant Impact. Grant Elementary School is located approximately 0.25 mile northwest of the Project Site at 1530 North Wilton Place. As discussed above, the types and amounts of hazardous materials that would be used in connection with the Project would be typical of those used during construction of residential and commercial developments, including vehicle fuels, paints, oils, and transmission fluids. Similarly, the types and amounts of hazardous materials used during operation of the proposed residential and commercial uses would be typical of such developments and would include cleaning solvents, pesticides for landscaping, painting supplies, and petroleum products. Therefore, the types of potentially hazardous materials that would be used in connection with the Project would be consistent with other potentially hazardous materials currently used in the vicinity of the Project Site. In addition, the Project would not involve the use or handling of acutely hazardous materials, substances, or waste. Furthermore, all materials during both the construction and operation of the Project would be used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations including, but not limited to, federal and State Occupational Safety and Health Act requirements discussed above in Response to Checklist Question VIII.a. Additionally, truck haul routes during construction of the Project would likely be along Sunset Boulevard to and from the Hollywood Freeway and trucks would not travel adjacent to the school. As such, the use of such materials would not create a significant hazard to nearby schools. Impacts would be less than significant, and no mitigation measures are required. No further analysis of this topic in an EIR is required.

d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment caused in whole or in part from the project's exacerbation of existing environmental conditions?

In 2015, the California Supreme Court in *CBIA v. BAAQMD*, held that CEQA generally does not require a lead agency to consider the impacts of the existing environment on the future residents or users of the project. The revised thresholds are intended to comply with this decision. Specifically, the decision held that an impact from

the existing environment to the project, including future users and/or residents, exacerbates existing conditions that already exist, that impact must be assessed, including how it might affect future users and/or residents of the project. For example, if construction of the project on a hazardous waste site will cause the potential dispersion of hazardous waste in the environment, the EIR should assess the impacts of that dispersion to the environment, including to the project's residents.

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

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

The Project Site is listed in one database. The existing grocery store is listed on the HAZNET database. The grocery store is listed in 2011 for reportedly disposing 0.003 ton of off-specification, aged, or surplus inorganic waste, 0.019 ton of unspecified solvent mixture via storage, bulking, and/or transfer off-site. Other waste was reported to have been disposed of off-site in 2012, 2013, and 2014 using the same disposal methods. No violations were reported at the Project Site.

The grocery store would be removed as part of the Project and would no longer generate wastes. Furthermore, as discussed in the Phase I ESA and summarized in Response to Checklist Question VIII.b, above, with compliance with regulatory requirements, the Project would not result in a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment. 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 exacerbate current environmental conditions so as to 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 Burbank Bob Hope Airport, located approximately 7.6 miles from the Project Site. Given the distance between the Project Site and Burbank Bob Hope Airport and the Project height, the Project would not have the potential to result in a safety hazard. Therefore, no impact would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

f. For a project within the vicinity of a private airstrip, would the project to 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, 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.[24] The closest disaster routes include the Hollywood Freeway, located approximately 0.28 mile west of the Project Site, and Santa Monica Boulevard, located approximately 0.41 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.

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 Sunset Boulevard, Western Avenue, and Serrano 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 Los Angeles Fire Department (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?

No Impact. There are no wildlands located in the vicinity of the Project Site. Furthermore, the Project Site is not located within a City-designated Very High Fire Hazard

[24] *City of Los Angeles Department of Planning General Plan Safety Element, November 26, 1996, Exhibit H, Critical Facilities and Lifeline Systems.*

Severity Zone.[25] 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. No impact would occur, 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 November 8, 2016. This report is included as Appendix IS-6 of this Initial Study.

Would the project:

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

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

[25] *City of Los Angeles Department of City Planning, ZIMAS, Parcel Profile Report, http://zimas.lacity.org/, accessed March 6, 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.*

State Water Resources Control Board requirements and would also be subject to review by the City for compliance with the City of Los Angeles' *Best Management Practices Handbook*, *Part A Construction Activities*. In addition, project construction activities would occur in accordance with City grading permit regulations (Chapter IX, Division 70 of the LAMC) to reduce the effects of sedimentation and erosion. Prior to the issuance of a grading permit, the Project Applicant would be required to provide the City with evidence that a Notice of Intent has been filed with the State Water Resources Control Board to comply with the Construction General Permit. With compliance with these existing regulatory requirements, impacts to water quality during construction would be less than significant, and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

Operation of the Project would introduce sources of potential stormwater pollution that are typical of residential, 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, which is infiltration systems, stormwater capture and use, high efficiency biofiltration/bioretention systems, and any combination of any of these measures. Based on the Project's Geotechnical Investigation included as Appendix IS-4 of this Initial Study, it is assumed that the soils on the Project Site are not feasible for infiltration. Therefore, capture and use (planters and tanks) or biofiltration (flow-through planters) would 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 previously discussed, based on the Geotechnical Investigation, groundwater was encountered at a depth of approximately 52.5 feet below ambient site grade. In addition, based on a review of the California Geological Survey Seismic Hazard Evaluation Report 026 Plate 1.2 entitled "Historically Highest Ground Water Contours," the historic high groundwater level within the Project Site

is on the order of 42 feet below ground. The Project would include excavation to depths of up to 25 feet below ground surface for the proposed subterranean parking garage. Therefore, no groundwater would be expected to be encountered during construction of the Project which could require withdrawal of groundwater. Similarly, the Project would not require a permanent withdrawal of groundwater during operation of the Project. Therefore, the Project would not substantially deplete groundwater supplies.

With regard to groundwater recharge, the percolation of precipitation that falls on pervious surfaces is variable, depending on the soil type, condition of the soil, vegetative cover, and other factors. As discussed in the Water Resources Report, 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, the amount of impervious surfaces would continue to be approximately 95 percent of the Project Site. 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 sheet flow in southwest and southeast directions. A portion of the flow is directed towards four existing on-site catch basins and further discharged to the curb faces of Sunset Boulevard and Western Avenue via curb drains. The remaining stormwater runoff flows towards either the public right-of-way or trench drains in the grocery store basement garage.

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, the Project includes the implementation of 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.

With implementation of the Project, drainage from the Project Site would be conveyed similar to, or better than, the existing condition. In addition, as the amount of impervious surfaces on the Project Site would be no greater than 95 percent, the Project would not increase the percentage of impervious surface area on the Project Site. Therefore, stormwater flows from the Project Site would not increase with implementation of the Project and, as such, the Project would not affect the capacity of the existing stormwater infrastructure during a 50-year storm event, as required by the City.[26]

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

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

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

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

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

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

f. Otherwise substantially degrade water quality?

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

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

No Impact. The Project Site is not located within a 100-year flood hazard area as mapped by the Federal Emergency Management Agency (FEMA) or by the City of Los Angeles.[27,28] Thus, the Project would not place housing within a 100-year flood hazard area. No impacts would occur, and no mitigation would be required. No further analysis of this topic in an EIR is required.

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

No Impact. As discussed above, the Project Site is not located within a designated 100-year flood plain area. Therefore, the Project would not place structures that would impede or redirect flood flows within a 100-year flood plain. No impacts would occur, and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

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

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[27] *Federal Emergency Management Agency, Flood Insurance Rate Map, Panel Number 06037C1610F, effective September 26, 2008.*

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

No Impact. As discussed above, the Project Site is not located within a designated 100-year flood plain. In addition, the Safety Element of the General Plan does not map the Project Site as being located within a flood control basin or dam inundation area.[29] No impacts would occur, and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

j. Inundation by seiche, tsunami, or mudflow?

No Impact. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant undersea disturbance such as tectonic displacement associated with large, shallow earthquakes. Mudflows result from the downslope movement of soil and/or rock under the influence of gravity.

The Project Site is located approximately 12.5 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.[30] Additionally, there are no standing bodies of water near the Project Site that may experience a seiche. The Project Site is also not positioned downslope from an area of potential mudflow. 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?

Less Than Significant Impact. As shown in the aerial photograph provided in Figure A-2 of Attachment A, Project Description, of this Initial Study, the Project Site is located in a highly urbanized area characterized primarily by low- to mid-rise buildings that are occupied primarily by commercial and residential uses. Specific uses surrounding the Project Site include a small retail center, the Upright Citizens Brigade Theatre, an inn,

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[29] *Los Angeles General Plan Safety Element, November 1996, Exhibit G, Inundation & Tsunami Hazard Areas, p. 59.*

[30] *Los Angeles General Plan Safety Element, November 1996, Exhibit G, Inundation & Tsunami Hazard Areas, p. 59.*

and a five-story multi-family residential building with retail to the north, along Sunset Boulevard; retail, single-, and multi-family residential uses to the east, along Serrano Avenue; the former site of Deluxe Laboratories, a motion picture film processing laboratory which is now a commercial office building, to the south; and a Target store that is currently under construction and a restaurant to the west, along Western Avenue. In the vicinity of the Project Site, the 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, including Serrano Avenue.

Against this background, the Project would not divide an established community. Specifically, there is no existing residential use on the Project Site or a residential area that would be physically separated or otherwise disrupted by the Project as development of the Project would occur within the boundaries of the existing Project Site. Moreover, the proposed uses would be compatible with the variety of existing land uses and low- to mid-rise buildings in the surrounding area. Therefore, impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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

Potentially Significant Impact. As discussed in Attachment A, Project Description, of this Initial Study, the Project requires discretionary approvals, including a site plan review, project permit 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, the Vermont/Western Station Neighborhood Area Specific 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 of the City of Los Angeles and is currently improved with a grocery store, vacant commercial space, fast food restaurant, and associated parking. As previously described, ornamental trees and limited ornamental landscaping exist on 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 plan applies

to the Project Site.[31] Therefore, 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.[32,33] The Project Site is also not located within a City-designated oil field or oil drilling area.[34] 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. See Response to Checklist Question XI.a, above.

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

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

[33] *State of California Department of Conservation, California Geologic Survey, Aggregate Sustainability in California, 2012.*

[34] *Los Angeles General Plan Safety Element, November 1996, Exhibit E, Oil Field & Oil Drilling Areas, p. 55.*

XII. Noise

Would the project result in:

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

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

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

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

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

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

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

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

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

No Impact. The Project Site is not located within an airport land use plan or within 2 miles of an airport. The closest airport to the Project Site, Burbank Bob Hope Airport, is located approximately 7.6 miles northwest from the Project Site. Given the distance between the Project Site and Burbank Bob Hope Airport, the Project would not have the potential to expose people residing or working in the Project area to excessive noise levels. Therefore, no impact would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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

No Impact. The Project Site is not located within the vicinity of a private airstrip. The nearest private 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 expose people residing or working in the Project area to excessive noise levels. Therefore, no impact would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

XIII. Population and Housing

Would the project:

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

Potentially Significant Impact. The Project would include the development of 735 multi-family residential units and approximately 93,500 square feet of neighborhood-serving commercial uses, including market/retail uses. As such, the Project would increase

the housing supply and employment opportunities in Hollywood, possibly inducing substantial population growth. Therefore, further analysis of this topic in an EIR is required.

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

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

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

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

XIV. Public Services

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

a. Fire protection?

Potentially Significant Impact. The LAFD provides fire protection and emergency medical services for the Project Site. The Project would increase the building square footage on-site and introduce a residential population, which has the potential to result in an increased demand for fire protection services and associated facilities. Therefore, further analysis of this issue will be included in the EIR.

b. Police protection?

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

c. Schools?

Potentially Significant Impact. The Project Site is located within the boundaries of the Los Angeles Unified School District (LAUSD). The LAUSD is divided into six local districts.[35] The Project Site is located in Local District–West.[36] The Project would consist of the development of residential uses, which would generate a demand for educational services and school facilities. Therefore, the EIR will provide further analysis of this issue.

d. Parks?

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

e. Other public facilities?

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

XV. Recreation

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

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

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

Potentially Significant Impact. The Project would not include the development of recreational facilities. However, the Project would introduce a new residential population to the Project Site that could utilize nearby recreational facilities, possibly necessitating the

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[35] *Los Angeles Unified School District, Board of Education Districts Maps 2015–2016, http://achieve.lausd.net/Page/8652, accessed March 6, 2017.*

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

construction or expansion of new recreational facilities. Therefore, the EIR will provide further analysis of this topic.

XVI. Transportation/Traffic

Would the project:

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

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

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

Potentially Significant Impact. Metro administers the 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, further analysis of this issue will be provided in the EIR.

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

No Impact. The Project Site is not located within the vicinity of any private or public airport. In addition, the Project's maximum height of 75 feet would not create increased levels of risk with respect to air traffic. Therefore, no impact would occur and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

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

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

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

Potentially Significant Impact. The Project Site is served by a variety of transit options. The development of the Project would increase demand for alternative transportation modes in the vicinity of the Project Site. Therefore, further analysis of the potential for the Project to conflict with adopted policies, plans, or programs regarding public transit, bicycle facilities, or pedestrian facilities will be provided in the EIR.

XVII. Tribal Cultural Resources

Would the project:

a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object of 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

Less Than Significant Impact. As discussed above in Response to Checklist Question V.a, the buildings on the Project Site are less than 50 years old, undistinguished in design, and un associated with an architect, master builder, or important event in history. As such, they are not considered historic resources eligible for listing in the California Register of Historical Resources, or in a local register of historical resources, which is defined in Public Resources Code section 5020.1(k) as "a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution."[37] The existing buildings on-site are not a sacred place with cultural value to a California Native American tribe. Therefore, impacts would be less than significant and no further analysis is necessary.

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

[37] *California Public Resources Code, Section 5020.1(k).*

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 Brown on September 25, 2014, AB 52 establishes a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in Public Resources Code Section 21074, as part of CEQA. Effective July 1, 2015, AB 52 applies to projects that file a Notice of Preparation or Notice of Negative Declaration/ Mitigated Negative Declaration on or after July 1, 2015. As specified in AB 52, lead agencies must provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the tribe has submitted a written request to be notified. The tribe must respond to the lead agency within 30 days of receipt of the notification if it wishes to engage in consultation on the project, and the lead agency must begin the consultation process within 30 days of receiving the request for consultation.

As discussed above, the Project would require excavations at a depth of approximately 25 feet below ground surface. Therefore, the potential exists for the Project to significantly impact a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American Tribe. In compliance with AB 52, the City will notify all applicable tribes and the Project will participate in any requested consultations. Further analysis of this topic will be provided in the EIR.

XVIII. Utilities

Would the project:

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

Less Than Significant Impact. The City of Los Angeles Department of Public Works (LADPW) 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 located in Playa del Rey.

Incoming wastewater to the Hyperion Water Reclamation Plant is treated via preliminary, primary, and secondary treatments. Preliminary treatment consists of a screening process to remove coarse debris and grit. This is followed by primary treatment, which is a physical separation process where solids are allowed to either settle to the bottom of tanks or float on the surface. During secondary treatment, wastewater is

transported to covered, oxygen rich reactor tanks, where bacteria living in the wastewater consume most of the remaining solids. The bacteria are then allowed to settle to the bottom of the tanks and sent to clarifiers for final settling and collection. The solids that are removed from primary and secondary treatment are transported into digesters, where bacteria and other microorganisms that live without oxygen, eat half of the biosolids, destroy the pathogens and release a natural methane gas.[38] After treatment is completed, the treated water from the Hyperion Water Reclamation Plant is dispersed through an outfall pipe five offshore at a depth of 200 feet. As this treated effluent enters the ocean environment, it is diluted at a ratio of over 80 parts seawater to one part treated effluent. The discharge of effluent from the Hyperion Water Reclamation Plant into Santa Monica Bay is regulated by permits issued under the Clean Water Act's National Pollution Discharge Elimination System and is required to meet the Regional Water Quality Control Board's requirements for a recreational beneficial use. Accordingly, the Hyperion Water Reclamation Plant's effluent that is released into the Santa Monica Bay is continually monitored to ensure that it meets or exceeds prescribed standards.

The wastewater generated by the Project would be typical of residential and commercial uses. No industrial discharge into the wastewater system would occur as part of the Project. As discussed above, wastewater generated by the Project would be collected and discharged via existing sewer mains and then conveyed to the Hyperion Water Reclamation Plant where it would undergo treatment. As the Project's wastewater is ultimately conveyed to the Hyperion Water Reclamation Plant and as the Hyperion Water Reclamation Plant is in compliance with the state's wastewater treatment requirements, the Project would not exceed the wastewater treatment requirements of the Regional Water Quality Control Board. 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.

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

[38] *LA Sanitation, Treatment Process, www.lacitysan.org/san/faces/wcnav_externalId/s-lsh-wwd-cw-p-tp?_adf.ctrl-state=rbtfj07wp_4&_afrLoop=1552301186369734O#!, accessed March 6, 2017.*

developed floor area on the Project Site, further analysis of this issue in an EIR will be provided.

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

Less Than Significant Impact. See Response to Checklist Question IX.c, above. As discussed therein, the Project would not increase the percentage of impervious surface area on the Project Site. Therefore, stormwater flows from the Project Site would not increase with implementation of the Project. In addition, the Project would provide appropriate on-site drainage improvements to control runoff. Thus, the Project would not require the construction of new stormwater drainage facilities or expansion of existing facilities. Impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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

Potentially Significant Impact. LADWP supplies water to the Project Site. The Project would increase the demand for water provided by LADWP. Additionally, with the development of 735 multi-family residential units, a Water Supply Assessment will be required. Therefore, further analysis of this issue in an EIR will be provided.

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

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

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

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

Class III or unclassified landfills. Non-hazardous municipal solid waste is disposed of in Class III landfills, while inert waste such as construction waste, yard trimmings, and earth-like waste are disposed of in unclassified landfills.[39] Ten Class III landfills and one unclassified landfill with solid waste facility permits are currently operating within the County.[40] In addition, there are two solid waste transformation facilities within Los Angeles County that convert, combust, or otherwise process solid waste for the purpose of energy recovery.

In 2015, the City of Los Angeles disposed of approximately 2.53 million tons of solid waste at the County's Class III landfills and approximately 39,364 tons at transformation facilities.[41,42] 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.[43,44]

The unclassified landfill serving the County is Azusa Land Reclamation. This facility currently has 57.56 million tons of remaining capacity and an average daily disposal rate of 846 tons per day.[45]

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

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

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

[41] *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.*

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

[43] *(2.53 million tons ÷ 96.45 million tons) X 100 = 2.62 percent.*

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

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

available landfill capacity.[46] Based on the most recent 2015 CoIWMP Annual Report, the remaining total disposal capacity for the County's Class III landfills is estimated at 114.37 million tons.[47]

Based on the 2015 CoIWMP Annual Report, the countywide cumulative need for Class III landfill disposal capacity through the year 2030 will not exceed the 2015 remaining permitted Class III landfill capacity of 114 million tons, which is beyond the Project's buildout year of 2021. Nonetheless, while there is no expected daily landfill capacity shortfall during the planning period, there are constraints that may limit the accessibility of Class III landfill capacity. These constraints include 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. Only the scenario involving utilization of permitted in-county disposal capacity only would result in a shortfall. 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.[48] The City is currently diverting 76 percent of its waste from landfills.[49] 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 a grocery store, vacant commercial space, and a fast food restaurant. Pursuant to the requirements of SB 1374, the Project would implement a construction waste management plan to recycle and/or salvage a

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

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

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

[49] *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#!, accessed January 13, 2017.*

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 at the Azusa Land Reclamation facility, which is approximately 57.56 million tons, as well as the remaining 96.45 million tons of capacity at the 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 shown in Table B-1 on page B-58, upon full buildout, the Project would generate approximately 11,727 pounds of solid waste per day. As shown in Table B-1, the Project would result in an increase in the amount of solid waste currently generated by the existing uses. Specifically, with implementation of the Project, the Project Site would generate approximately 9,096 net pounds of solid waste more per day. Projected out annually, this would result in approximately 1,660 tons per year of solid waste.[50] However, it is noted that the estimated solid waste is conservative because the waste generation factors used do not account for recycling or other waste diversion measures, such as compliance with AB 341, which requires California commercial enterprises and public entities that generate 4 or more cubic yards per week of waste, and multi-family housing with five or more units, to adopt recycling practices, or implementation of the City's upcoming Zero Waste LA franchising system, which is expected to result in a reduction of landfill disposal Citywide with a goal of reaching a Citywide recycling rate of 90 percent by the year 2025.[51] The estimated annual net increase in solid waste that would be generated by the Project represents approximately 0.07 percent of the City's annual solid waste disposal[52] and approximately 0.002 percent of the remaining capacity for the County's Class III landfills open to the City of Los Angeles.[53]

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[50] *9,255 pounds per day * 365 days = 3,378,075 pounds per year; 3,378,075 pounds per year/2,000 pounds per ton = 1,689 tons per year*

[51] *The Zero Waste LA Franchise System would divide the City into 11 zones and designate a single trash hauler for each zone. Source: LA Sanitation, "Zero Waste LA—Franchise," www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-zwlaf;jsessionid=nJABd_CcLHL4DCOkGSCJWv1buV9atyQtoUkP50TwYHe5jczy6OaK!782088041!NONE?_afrLoop=17071741526736871&_afrWindowMode=0&_afrWindowId=null#!%40%40%3F_afrWindowId%3Dnull%26_afrLoop%3D17071741526736871%26_afrWindowMode%3D0%26_adf.ctrl-state%3Dge1mehnju_4, accessed March 24, 2017.*

[52] *1,689 tons per year/2.53 million tons per year = 0.07%*

[53] *1,689 tons per year/96.45 million tons = 0.002%*

Table B-1
Estimated Project Solid Waste Generation

Building	Size	Generation Rate[a]	Total (lb/day)
Existing			
Grocery Store	78,328 sf	0.0312 lb/sf/day	2,444
Fast Food	3,943 sf	17 lb/emp/day[b]	187
Commercial Space (vacant)	18,525 sf	10.53 lb/emp/day[c]	0
Total Existing			***2,631***
Proposed			
Multi-Family Residential	735 du	12.23 lb/du/day	8,989
Commercial/Retail/Market	95,820 sf	10.53 lb/emp /day[d]	2,738
Total with implementation of Project			***11,727***
Total Net Generation			**9,096**

du = dwelling unit

emp = employee

lb = pound

sf = square feet

[a] *CalRecycle, Estimated Solid Waste Generation Rates, www2.calrecycle.ca.gov/WasteCharacterization/General/Rates, accessed March 6, 2017.*

[b] *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 3,943-square-foot fast food restaurant would result in 11 employees.*

[c] *The commercial building is currently vacant and as such does not generate solid waste.*

[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 95,820 square feet of retail would result in 260 employees.*

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 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[54] 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 were required to arrange for organic waste recycling services. In addition, beginning January 1, 2017, businesses that generate four cubic yards of organic waste per week were required to 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 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 a recycling area or room of specified size on the

[54] *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.*

Project Site.[55] 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. In addition, the Project would not adversely affect any historical resources. However, impacts to archaeological resources are potentially significant. Therefore, further analysis of this issue in an EIR will be provided.

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

Potentially Significant Impact. The potential for cumulative impacts occurs when the impacts of the Project are combined with impacts from related development projects and result in impacts that are greater than the impacts of the Project alone. Located within the vicinity of the Project Site are other current and reasonably foreseeable projects, the development of which, in conjunction with that of the Project, may contribute to potential cumulative impacts. Impacts of the Project on both an individual and cumulative basis will be addressed in the EIR for the following subject areas: air quality; greenhouse gas emissions; land use and planning; noise; population and housing; public services (fire

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

protection, police protection, schools parks, and other public services); transportation/ traffic; and utilities (water, wastewater, and energy).

With regard to cumulative effects with respect to aesthetics, agricultural resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, 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, and pursuant to SB 743, cumulative impacts associated with aesthetics would be less than significant.

With respect to agricultural resources and mineral resources, the Project would have no impact on these resources, and therefore could not combine with other projects to result in cumulative impacts. With respect to biological resources, geology and soils, 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 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 0.07 percent of the City's annual solid waste disposal and approximately 0.002 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), which is beyond the Project's buildout year (2021). The preparation of each annual CoIWMP provides sufficient lead time (15 years) to address potential future shortfalls in landfill capacity. Furthermore, in future years, it is anticipated that the rate of declining landfill capacity would slow considering the City's goal to achieve zero waste by 2030.

Therefore, cumulative impacts with respect to 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; greenhouse gas emissions; land use and planning; noise; population and housing; public services (fire protection, police protection, schools, parks, and other public services); transportation/traffic; tribal cultural resources; and utilities (water and energy). As a result, these potential effects will be analyzed further in the EIR.