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

5901 Sunset Project

Case Number: ENV-2013-2813-EIR

Project Location: 5901 Sunset Boulevard, Los Angeles, California, 90028
Council District: 13

Project Description: Sunset Studios Holdings, LLC., the Project Applicant, proposes to develop a mixed-use project that would include approximately 26,000 square feet of retail use at street level, 274,000 square feet of office use in a tower structure, and 1,118 parking spaces on a 1.55-acre site located at the northwest corner of the intersection of Sunset Boulevard and Bronson Avenue in the Hollywood Community of the City of Los Angeles. These improvements would comprise approximately 300,000 square feet of new floor area and would replace the existing surface parking lot on the Project Site. The proposed uses would be provided within one building that would be up to 18 stories and approximately 260 feet in height. The Project would include a total of approximately nine levels of parking, with six levels located directly above the retail level and three subterranean levels located below the retail level. The office uses would be located above the six above-grade parking levels within the eleven floors of the tower element of the Project. The Project would also include an office lobby at the ground level and landscaped courtyards within the seventh through tenth floors of the office levels.

APPLICANT:	PREPARED BY:	ON BEHALF OF:
Sunset Studios Holdings, LLC	Matrix Environmental, LLC	The City of Los Angeles Department of City Planning Environmental Analysis Section

FEBRUARY 2014

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CITY OF LOS ANGELES

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

CALIFORNIA ENVIRONMENTAL QUALITY ACT

INITIAL STUDY AND CHECKLIST

(Article IV B City CEQA Guidelines)

LEAD CITY AGENCY	COUNCIL DISTRICT	DATE
City of Los Angeles Department of City Planning	13	February 5, 2014

RESPONSIBLE AGENCIES

To be determined

PROJECT TITLE/NO.	CASE NO.
5901 Sunset	ENV-2013-2813-EIR

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

PROJECT DESCRIPTION

Sunset Studios Holdings, LLC. proposes to develop a mixed-use project that would include approximately 26,000 square feet of retail use at street level, 274,000 square feet of office use in a tower structure, and 1,118 parking spaces on a 1.55-acre site at the northwest corner of the intersection of Sunset Boulevard and Bronson Avenue (Project Site) in the Hollywood Community of the City of Los Angeles. These improvements would comprise approximately 300,000 square feet of new floor area and would replace the existing surface parking lot on the Project Site. The proposed uses would be provided within one building that would be up to 18 stories and approximately 260 feet in height. The Project would include a total of approximately nine levels of parking with six levels located directly above the retail level and three subterranean levels located below the retail level. The office uses would be located above the six parking levels within the eleven floors of the tower element of the Project. Refer to Attachment A, Project Description, for a more detailed description of the Project.

ENVIRONMENTAL SETTING

The Project Site is bounded by multi-family uses to the north, Bronson Avenue to the east, Sunset Boulevard to the south, and the site for the Sunset and Gordon mixed-use project to the west. The surrounding area is highly urbanized and includes a mixture of low-, mid-, and high-rise buildings, both historic and modern, occupied by commercial, residential, and entertainment-related uses. There are five, two-story multi-family residential buildings are located immediately north of the Project Site with additional and more expansive multi-family residential developments located further north. East of the Project Site, across Bronson Avenue and fronting Sunset Boulevard is a Mobil gas station. Located north of the Mobil gas station are additional two-story multi-family residential uses. Commercial and multi-family residential developments continue east of the Project Site along Sunset Boulevard and include the three-story St. Moritz hotel building with lower level retail and a bar, the 12-story Metropolitan Residential Tower, a three-story walk-up office structure, and a Midas auto repair and service center. South of the Project Site, across Sunset Boulevard, are additional commercial uses including a tax service center, hair salon, flower studio, a café, a paintball store, and an Arby's fast food restaurant and are followed by multi- and single-family residential uses. East of these uses, across Bronson Avenue and along Sunset Boulevard, is the Sunset Bronson Studios campus. As previously described, located immediately west of the Project Site is the site for the Sunset and Gordon mixed-use project, which includes the development of residential, office, retail and restaurant uses with associated parking. Commercial uses interspersed with multi-family residential developments continue further west of the Project Site.

PROJECT LOCATION

5901 Sunset Boulevard, Los Angeles, CA 90028

PLANNING DISTRICT	STATUS:
Hollywood	☐ PRELIMINARY ☐ PROPOSED _____ _____ ☒ ADOPTED 1988

EXISTING ZONING	MAX. DENSITY ZONING	
P-1 along the northern portion of the Project Site; C4-1-SN along the southern portion of the Project Site	FAR of 1.5:1	
PLANNED LAND USE & ZONE	**MAX. DENSITY PLAN**	
Regional Center Commercial, C4-2		
SURROUNDING LAND USES	**PROJECT DENSITY**	
Residential, commercial, and entertainment-related uses	300,000 square feet, FAR of 4.5:1	☐ 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.

Eric Stelich — Planning Assistant, Dept. of City Planning

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:

    1) Earlier Analysis Used. Identify and state where they are available for review.
    2) 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.
    3) 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:
    1) The significance criteria or threshold, if any, used to evaluate each question; and
    2) 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	☒ Greenhouse Gas Emissions	☐ Population/Housing
☐ Agricultural and Forestry Resources	☐ Hazards & Hazardous Materials	☐ Public Services
☒ Air Quality	☐ Hydrology/Water Quality	☐ Recreation
☐ Biological Resources	☒ Land Use/Planning	☒ Transportation/Traffic
☒ Cultural Resources	☐ Mineral Resources	☒ Utilities/Service Systems
☒ Geology/Soils	☒ Noise	☒ Mandatory Findings of Significance

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

BACKGROUND

PROPONENT NAME	PHONE NUMBER
Sunset Studios Holdings, LLC	(310) 445-5700
PROPONENT ADDRESS	
11601 Wilshire Boulevard, Suite 600, Los Angeles, CA 90025	
AGENCY REQUIRING CHECKLIST	**DATE SUBMITTED**
City of Los Angeles, Department of City Planning	February 5, 2014
PROPOSAL NAME (If Applicable)	
5901 Sunset	

☞ ENVIRONMENTAL IMPACTS

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

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?	☒	☐	☐	☐
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a city-designated scenic highway?	☐	☐	☐	☒
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	☒	☐	☐	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☒	☐	☐	☐
II. AGRICULTURAL 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, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
of the California Resources Agency, to non-agricultural use?				
b. Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒
III. AIR QUALITY. Where available, the significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the South Coast Air Quality Management District (SCAQMD) Plan or Congestion Management Plan?	☒	☐	☐	☐
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☒	☐	☐	☐
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment under an applicable federal or state ambient air quality standard?	☒	☐	☐	☐
d. Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
e. Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and 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 the City or regional plans, policies, 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?	☐	☐	☒	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?	☐	☐	☒	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒
V. CULTURAL RESOURCES: Would the project:				
a. Cause a substantial adverse change in significance of a historical resource as defined in State CEQA §15064.5?	☒	☐	☐	☐
b. Cause a substantial adverse change in significance of an archaeological resource	☒	☐	☐	☐

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
pursuant to State CEQA §15064.5?				
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☒	☐	☐	☐
d. Disturb any human remains, including those interred outside of formal cemeteries?	☒	☐	☐	☐
VI. GEOLOGY AND SOILS. Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving :				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☒	☐	☐	☐
ii. Strong seismic ground shaking?	☒	☐	☐	☐
iii. Seismic-related ground failure, including liquefaction?	☒	☐	☐	☐
iv. Landslides?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☒	☐	☐	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☒	☐	☐	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐
VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials	☐	☐	☒	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒
IX. HYDROLOGY AND WATER QUALITY. Would the project result in:				
a. Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b. Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in an manner which would result in flooding on- or off site?	☐	☐	☒	☐
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f. Otherwise substantially degrade water quality?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
g. Place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h. Place within a 100-year flood plain structures which would impede or redirect flood flows?	☐	☐	☐	☒
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j. Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒
X. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?	☐	☐	☐	☒
b. Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☒	☐	☐	☐
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒
XI. MINERAL RESOURCES. Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒
XII. NOISE. Would the project result in:				
a. Exposure of persons to or generation of noise in level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐	☐

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
XIII. POPULATION AND HOUSING. Would the project:				
a. Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b. Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c. Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
XIV. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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:				

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Fire protection?	☐	☐	☒	☐
b. Police protection?	☐	☐	☒	☐
c. Schools?	☐	☐	☒	☐
d. Parks?	☐	☐	☒	☐
e. Other governmental services (including roads)?	☐	☐	☒	☐
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 to a design	☒	☐	☐	☐

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				
e. Result in inadequate emergency access?	☒	☐	☐	☐
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☒	☐	☐	☐
XVII. UTILITIES 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 stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d. Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?	☒	☐	☐	☐
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g. Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐
h. Other utilities and service systems?	☐	☐	☒	☐
XVIII. MANDATORY FINDINGS OF				

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
SIGNIFICANCE.				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐
b. Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	☒	☐	☐	☐
c. Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

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

PREPARED BY	TITLE	TELEPHONE #	DATE
Stephanie Eyestone-Jones Matrix Environmental 6701 Center Drive, Suite 900 Los Angeles, CA 90045	President	(424) 207-5333	February 5, 2014

Attachment A

Project Description

Attachment A: Project Description

A. Introduction

Sunset Studios Holdings, LLC. (Applicant), proposes to develop a mixed-use project that would include approximately 26,000 square feet of retail use at street level, 274,000 square feet of office use in a tower structure, and 1,118 parking spaces (Project) on a 1.55-acre site located at the northwest corner of the intersection of Sunset Boulevard and Bronson Avenue (Project Site) in the Hollywood Community of the City of Los Angeles (City). These improvements would comprise approximately 300,000 square feet of new floor area and would replace the existing surface parking lot on the Project Site. The proposed uses would be provided within one building that would be up to 18 stories and approximately 260 feet in height. The Project would include a total of approximately nine levels of parking, with six levels located directly above the retail level and three subterranean levels located below the retail level. The office uses would be located above the six above-grade parking levels within the eleven floors of the tower element of the Project.

B. Project Location and Surrounding Uses

The Project Site is located in the Hollywood Community of the City of Los Angeles, approximately six miles northwest of downtown Los Angeles and approximately 12.5 miles east of the Pacific Ocean. Primary regional access is provided by US 101 (Hollywood Freeway), which runs southeast-northwest approximately 0.2 mile east of the Project Site. The major arterials providing regional and sub-regional access to the Project Site vicinity include Sunset Boulevard, Hollywood Boulevard, Santa Monica Boulevard, and Van Ness Avenue.

The irregularly shaped Project Site is bounded by multi-family uses to the north, Bronson Avenue to the east, Sunset Boulevard to the south, and the site for the Sunset and Gordon Mixed-Use Project to the west. The surrounding area is highly urbanized and includes a mixture of low-, mid-, and high-rise buildings, both historic and modern, occupied by commercial, residential, and entertainment-related uses. There are five two-story multi-family residential buildings located immediately north of the Project Site with

additional and more expansive multi-family residential developments located further north. East of the Project Site, across Bronson Avenue and fronting Sunset Boulevard is a Mobil gas station. Located north of the Mobil gas station are additional two-story multi-family residential uses. Commercial and multi-family residential developments continue east of the Project Site along Sunset Boulevard and include the three-story St. Moritz hotel building with lower level retail and a bar, the 12-story Metropolitan Residential Tower, a three-story walk-up office structure, and a Midas auto repair and service center. South of the Project Site, across Sunset Boulevard, are additional commercial uses including a tax service center, hair salon, flower studio, a café, a paintball store, and an Arby's fast food restaurant, which are followed by multi- and single-family residential uses. East of these uses, across Bronson Avenue and along Sunset Boulevard, is the Sunset Bronson Studios campus. As previously described, located immediately west of the Project Site is the site for the Sunset and Gordon Mixed-Use Project, which includes the development of residential, office, retail and restaurant uses with associated parking.[1] Commercial uses interspersed with multi-family residential developments continue further west of the Project Site.

A map of the Project Site and the surrounding area is provided in Figure A-1 on page A-3. An aerial photograph is provided in Figure A-2 on page A-4.

C. Existing Project Site Conditions

The Project Site contains an active surface parking lot with a total of 204 spaces. The surface parking lot is currently used by the Applicant for overflow parking from its Sunset Bronson Studios property located southeast of the Project Site along Sunset Boulevard.[2] Access to the parking lot is provided by one entry and exit driveway on Bronson Avenue. Vine-covered concrete walls and fencing surround the Project Site. In addition, six palm trees front the Project Site to the south along Sunset Boulevard. With the exception of a few shrubs along the northern property line, the Project Site is paved

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[1] *The Sunset and Gordon Mixed-Use Project includes the development of up to 311 residential units, approximately 39,500 square feet of office space, and approximately 13,500 square feet of retail and restaurant space. These uses would be supported by a 3.5-level subterranean parking structure and two above-grade parking levels providing approximately 518 parking spaces. The residential tower would be approximately 23 stories with a height of 260 feet above grade. An approximate 0.5-acre park on the north side of the site, along Gordon Street, would also be provided. Construction is currently underway and is anticipated to be complete in 2014.*

[2] *It is noted that as part of the Sunset Bronson Studios Entertainment Center Project (State Clearinghouse No. 2011091029), approximately 1,399 net new parking spaces would be provided within Sunset Bronson Studios. This additional parking would accommodate the overflow parking currently directed to the Project Site.*

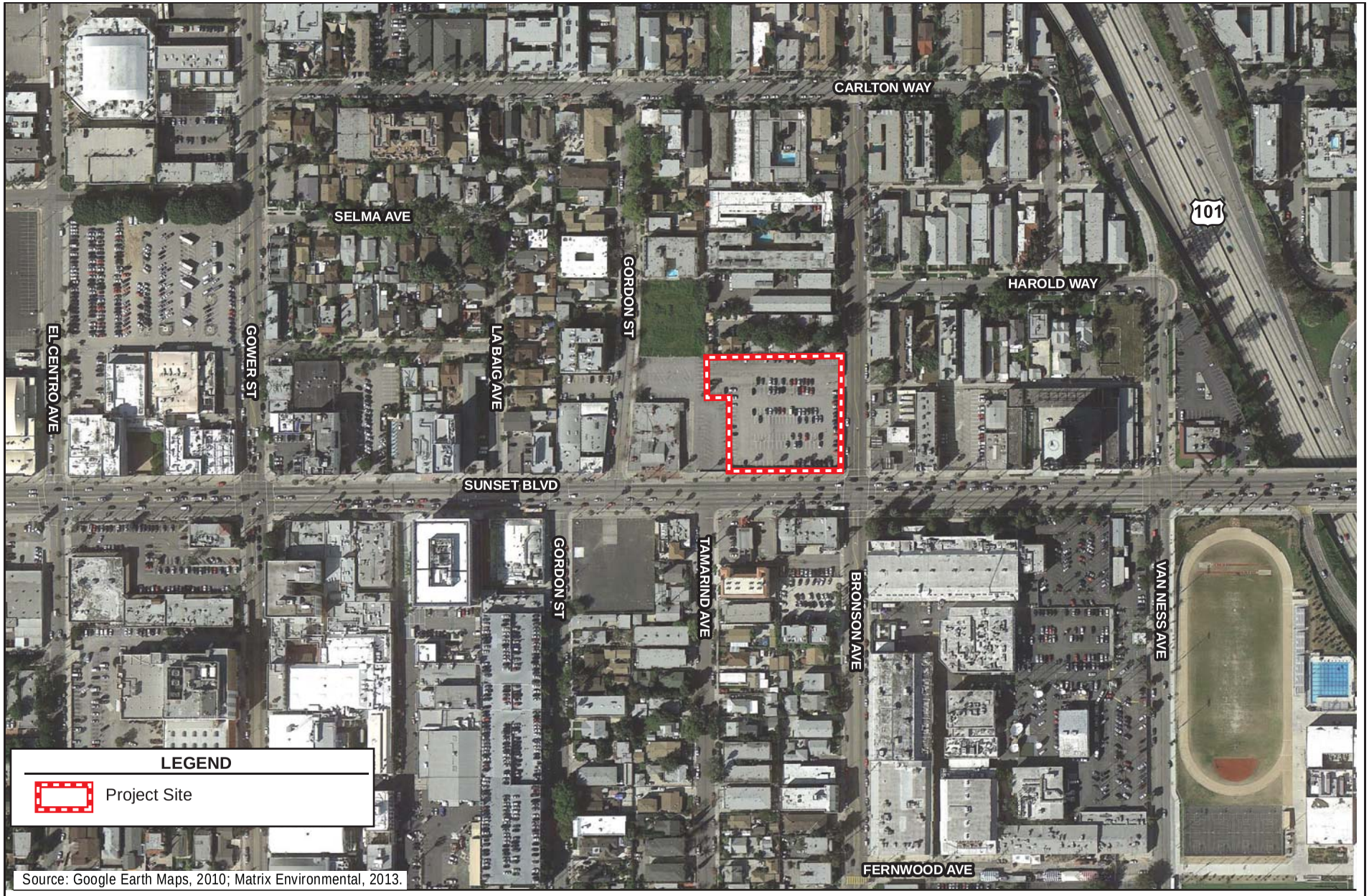
matrix environmental

0' 2500' 5000'

Approximate Scale in Feet

Figure A-1
Regional Project Location Map

Source: Thomas Bros. Maps, 2009; Matrix Environmental, 2013.



Source: Google Earth Maps, 2010; Matrix Environmental, 2013.

matrix environmental

0' 250' 500'
Approximate Scale in Feet

Figure A-2
Aerial Photograph of the Project Site and Vicinity

with asphalt surface. Several pole lights are also located throughout the Project Site. The existing site plan is provided in Figure A-3 on page A-6. Photographs of existing conditions on the Project Site are provided in Figure A-4 through Figure A-6 on pages A-7 through A-9.

D. Land Use and Zoning

1. Hollywood Community Plan

The Project Site is located within the planning boundary of the Hollywood Community Plan (Community Plan), which was adopted in December 1988. The City prepared an update to the Hollywood Community Plan (Community Plan Update), which was adopted on June 19, 2012. The Community Plan Update Ordinance No. 182173 includes General Plan land use designation amendments and zone and height district changes for the Hollywood Community Plan area that became effective on August 6, 2012. The Community Plan Update, and its environmental review process, was subsequently challenged in court. The court ordered a preemptory writ of mandate that rescinded, vacated, and set aside all actions approving the Community Plan Update and certifying its EIR. Therefore, at this time, the Community Plan Update is invalid. As such, the 1988 Community Plan, in conjunction with the applicable provisions of the Los Angeles Municipal Code (LAMC) guide the land use and zoning on the Project Site, respectively, and are described below. For informational purposes, a description of the land use and zoning designations that applied to the Project via the Community Plan Update are also provided below.

The Project Site is designated for Highway Oriented Commercial land uses by the 1988 Community Plan with the northern portion of the Project Site (the parcels fronting Bronson Avenue) zoned P-1 (Parking, Height District 1) and the southern portion of the Project Site (the parcels fronting Sunset Boulevard) zoned C4-1-SN (Commercial, Height District 1, Signage Supplemental Use District).

Under the invalidated Community Plan Update, the Project Site was designated for Regional Center Commercial land uses and zoned [Q]C4-2D along the northern portion of the Project Site and [Q]C4-2D-SN (Qualified Commercial, Height District 2 with Development Limitation, Signage Supplemental Use District) along the southern portion of the Project Site. As indicated, the northern portion of the Project Site is not located within the Signage Supplemental Use District.

LEGEND:

N.	–	NORTH
S.	–	SOUTH
E.	–	EAST
W.	–	WEST
TYP.	–	TYPICAL
DIA.	–	DIAMETER
P.L.	–	PROPERTY LINE
NO.	–	NUMBER
A.C.	–	ASPHALT CONCRETE
R.	–	RECORD
M.	–	MEASURED
C.L.	–	CENTER LINE
P.O.B.	–	POINT OF BEGINNING
CONC.	–	CONCRETE
FD.	–	FOUND
W/	–	WITH
E.L.Y	–	EASTERLY
W.L.Y	–	WESTERLY
C.L.F.	–	CHAIN LINK FENCE

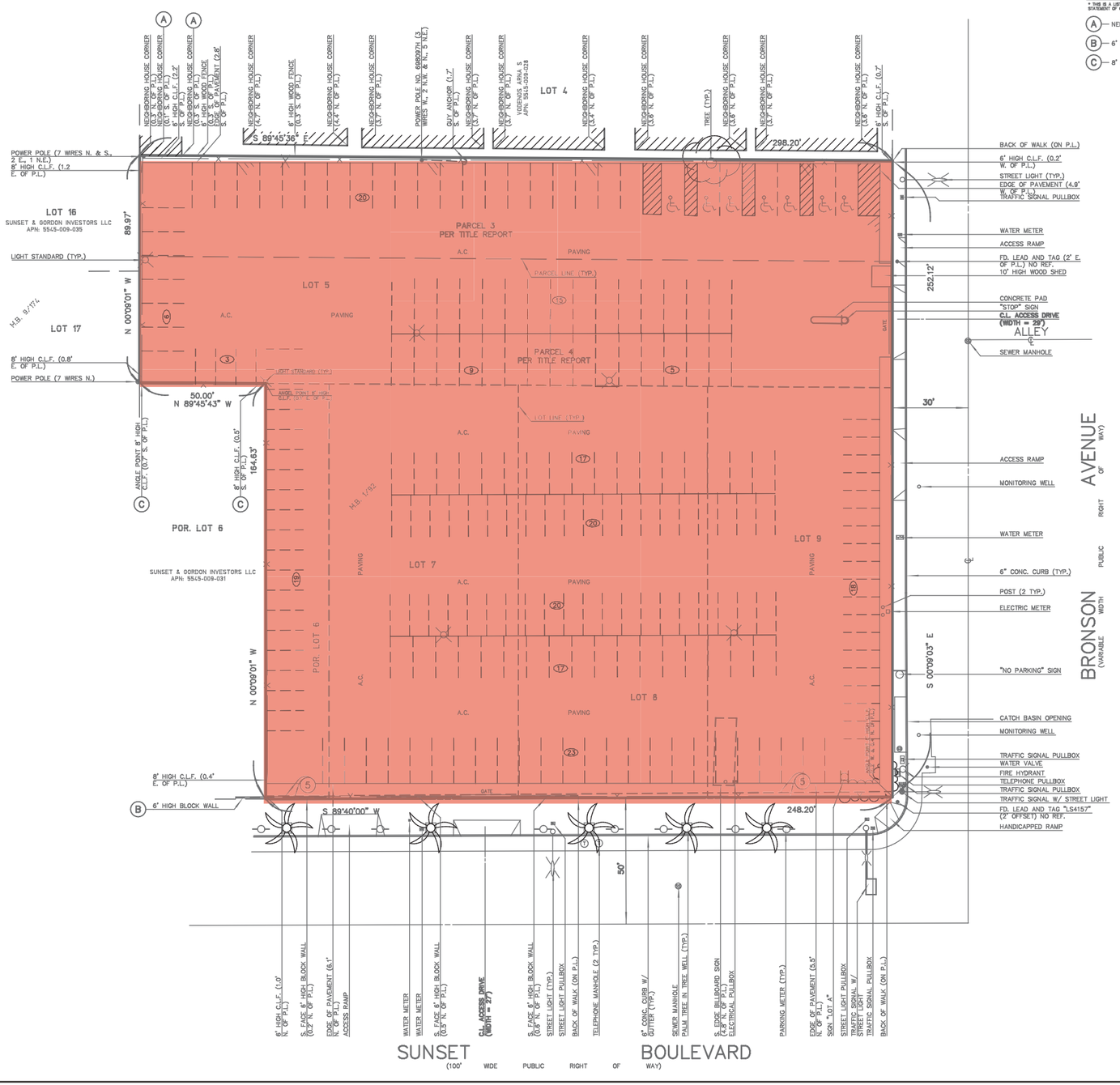
STATEMENT OF ENCROACHMENTS:

* THIS IS A LISTING OF OBSERVED IMPROVEMENTS THAT CROSS PROPERTY LINES. STATEMENT OF OWNERSHIP OR POSSESSION IS NOT THE INTENT OF THIS LISTING.

(A) — NEIGHBORING HOUSE CORNERS 0.1' TO 0.3' SOUTH OF PROPERTY LINE.

(B) — 6' HIGH BLOCK WALL CONTINUES WEST OF PROPERTY LINE.

(C) — 8' HIGH CHAIN LINK FENCE LIES 0.5' TO 0.7' SOUTH OF PROPERTY LINE.



Source: Gensler, 2013.

Figure A-3
Existing Site Plan

View 1: Looking northwest at the Project Site from the southeast corner of Sunset Boulevard and Bronson Avenue.

View 2: Looking northeast at the Project Site from the southeast corner of Sunset Boulevard and Tamarind Avenue.

matrix environmental

Figure A-4
Views of the Project Site

Source: Gensler, 2013.

View 3: Looking northwest from the interior of the Project Site.

View 4: Looking east from the interior of the Project Site.

matrix environmental

Figure A-5
Views of the Project Site

Source: Gensler, 2013.

View 5: Looking southeast from the interior of the Project Site.

View 6: Looking west from the interior of the Project Site.

matrix environmental

Figure A-6
Views of the Project Site

Source: Gensler, 2013.

2. City of Los Angeles Municipal Code

As described above, the northern portion of the Project Site is zoned P-1 (Parking, Height District 1) and the southern portion of the Project Site (the parcels fronting Sunset Boulevard) zoned C4-1-SN (Commercial, Height District 1, Signage Supplemental Use District). The P zone permits public or private parking areas, parking buildings which are located entirely below the natural or finished grade of the parking lot, and specified signage. With some limitations (as identified in the LAMC), the C4 zone permits any land use permitted in the C2 zone, which in turn permits any land use permitted in the C1.5 and C1 zones. The Commercial zones permit a wide array of land uses such as retail stores, offices, hotels, schools, parks, and theaters. The C4 zone also permits any land use permitted in the R4 (Multiple Residential) zone, which includes one-family dwellings, two-family dwellings, apartment houses, multiple dwellings, and home occupations at a maximum density of 108 dwelling units per acre (a minimum lot area of 400 square feet per dwelling unit). Height District 1 within the C4 zone normally imposes no height limitation and a maximum Floor Area Ratio (FAR) of 1.5:1. The "SN" in the zoning prefix indicates that the southern portion of the Project Site, along Sunset Boulevard, is located in the Hollywood Signage Supplemental Use District.

3. Other Applicable Land Use Regulations

The Project Site is also within the boundaries of the Hollywood Signage Supplemental Use District, Hollywood Redevelopment Plan (Redevelopment Plan), Hollywood Adaptive Reuse Incentive Area, and Los Angeles State Enterprise Zone (Hollywood Region).

E. Project Characteristics

The Applicant proposes to replace the existing surface parking lot on the Project Site with an 18-story mixed-use building. The proposed building would include approximately 26,000 square feet of retail space at the ground level and approximately 274,000 square feet of office uses in the tower element of the Project for a total of approximately 300,000 square feet of new floor area and a corresponding FAR of 4.5:1. A total of 1,118 parking spaces would be provided in six levels above the retail level and in three subterranean levels below the retail level. The Project would also include an office lobby at the ground level and landscaped courtyards within the seventh through tenth floors of the office levels. The proposed site plan is included in Figure A-7 on page A-11.

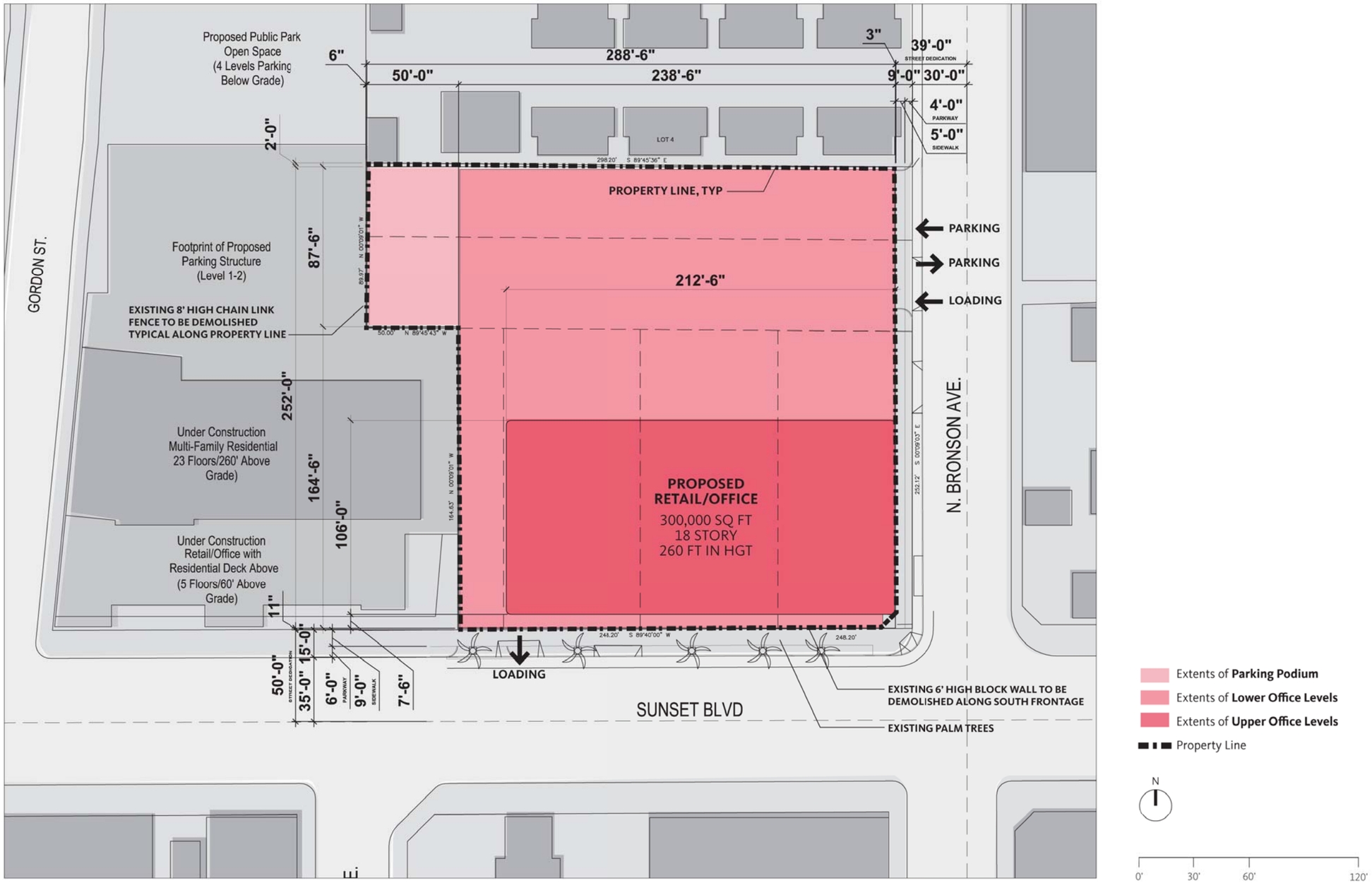


Figure A-7
Proposed Site Plan

Source: Gensler, 2013.

1. Project Design and Building Height

The proposed 18-story mixed-use building would gradually transition in height beginning at the seventh level along the northern portion of the Project Site to 18 stories in the southern portion of the Project Site, along Sunset Boulevard. The maximum building height would be approximately 260 feet above grade level, not including rooftop structures. The office uses, including four levels of high-bay office space, would be distributed throughout eleven stories above the six above-grade parking levels. The seventh through tenth stories would be set back from the northern portion of the building to provide space for landscaped courtyards. Three levels of parking would be provided below the retail level. The subterranean parking garage would extend to a depth of approximately 35 feet below the existing ground surface.

The Project would be designed in a contemporary architectural style. The new structure would include building fenestration, a variety of surface materials and colors, and a stepped back design at some levels to create horizontal and vertical articulation, provide visual interest, and reduce the building scale. Building materials would include precast concrete, terra cotta, stucco, aluminum, glass, tile, metal, and prefinished metal. Glass used in building façades would be non-reflective or treated with a non-reflective coating in order to minimize glare. Additionally, all major utilities would be placed underground.

2. Access and Parking

Vehicular access to the Project Site would be provided via one entry and exit driveway on Bronson Avenue. A separate service-only entry driveway would also be provided along Bronson Avenue, which would curve along the western portion of the building and would exit on Sunset Boulevard. The locations of the driveway cuts are new and would require review and approval by the Los Angeles Department of Transportation (LADOT) for placement, width, and spacing.

As described above, a total of 1,118 parking spaces would be provided in nine levels, including six levels located above the retail level, which would serve the office uses, and three subterranean levels which would serve both the office and retail uses. The proposed parking supply would meet or exceed the minimum parking requirements as set forth in the LAMC.

3. Lighting and Signage

The Project would include low-level exterior lights adjacent to the proposed building for security and wayfinding purposes. Low-level accent lighting to highlight architectural

features, landscape elements, and the Project's signage would also be incorporated. All exterior lighting would be shielded or directed toward the areas to be lit to limit spill-over onto off-site uses.

Project signage would be designed to be aesthetically compatible with the existing and proposed architecture in the area. Proposed signage would include monument signage, building and tenant signage, and general ground level and wayfinding pedestrian signage. No off-premises billboard advertising is proposed as part of the Project.

4. Sustainability Features

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 (Ordinance No. 181,480) and the sustainability intent of the U.S. Green Building Council's Leadership in Energy and Environmental Design LEED® program. These include energy conservation, water conservation, and waste reduction features. Furthermore, the Project Site is located in close proximity to several public transportation opportunities located along Sunset Boulevard. As such, the Project Site's location would support the use of public transportation and a reduction in vehicle miles traveled by Project tenants.

F. Project Construction and Scheduling

Construction of the Project would commence with demolition of the existing surface parking lot, followed by grading and excavation for the subterranean parking garage. Building foundations would then be laid, followed by building construction, paving/concrete installation, and landscape installation. Project construction is anticipated to occur over approximately 22 months and be completed in 2017. It is estimated that approximately 104,000 cubic yards of export material would be hauled from the Project Site during the demolition and excavation phase, including approximately 3,000 cubic yards of asphalt surfaces and approximately 101,000 cubic yards of soil. As part of the Project, a Construction Traffic Management Plan and Truck Haul Route Program would be implemented during construction to minimize potential conflicts between construction activity and through traffic. The Construction Traffic Management Plan and Truck Haul Route Program would be subject to LADOT review and approval.

G. Necessary Approvals

The City of Los Angeles has the principal responsibility for approving the Project and is the Lead Agency for environmental review. Approvals required for development of the Project may include, but not be limited to, the following:

- General Plan Amendment to change the land use designation to Regional Center Commercial;
- Zone Change from P-1 to C4-2 for the northern portion of the Project Site to establish consistent commercial zoning over the Project Site;
- Height District Change to allow 4.5:1 FAR across the Project Site;
- Conditional Use Permit for a project that would result in more than 100,000 square feet of non-residential or non-warehouse uses in the C4 zone;
- Site Plan Review for a project that would result in an increase of 50,000 gross square feet of non-residential floor area; and
- Other discretionary and ministerial permits and approvals that may be deemed necessary, including but not limited to temporary street closure permits, grading permits, excavation permits, haul route approval, foundation permits, and building permits.

Attachment 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 a potentially significant environmental impact 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 that future document.

I. Aesthetics

Would the project:

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

Potentially Significant Impact. A scenic vista is a view of a valued visual resource. Scenic vistas generally include panoramic 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. The Project Site is located along Sunset Boulevard, within a highly urbanized portion of the City of Los Angeles. Visual resources within the Project vicinity include the Hollywood skyline, historic buildings and districts, and the Hollywood Hills and Santa Monica Mountains, including the Hollywood Sign and the Griffith Observatory. Scenic vistas in the Project vicinity are available from area roadways, public schools, and some private residences and commercial businesses. The Project would develop retail and office uses in a building that would be up to 18 stories with a maximum height of approximately 260 feet on a site that is currently used as a surface parking lot. The proposed structure could be visible within and potentially obstruct scenic vistas of valued visual resources, such as the Hollywood Hills to the north of the Project Site, which are available from locations within the Project Site vicinity. Therefore, the EIR will provide further analysis of the Project's potential impacts to scenic vistas. The EIR analysis will include: (1) an identification and description of the

valued view resources present in the area; (2) an identification of vantage points that have access to the identified valued view resources; (3) an analysis of changes attributable to Project development; and (4) an analysis of the Project's potential to block or otherwise remove views of the identified view resources.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a city-designated scenic highway?

No Impact. The Project Site is not located within a City-designated scenic highway.[1] With the exception of a few shrubs along the northern property line, the Project Site is paved with asphalt surface. Six palm trees front the Project Site to the south along Sunset Boulevard. The Project does not propose to remove these street trees. However, were construction activities to result in the death of the trees, the Applicant would replace removed street trees in accordance with the requirements of the City of Los Angeles Urban Forestry Division. Notwithstanding, the on-site shrubs and off-site street trees are not considered scenic resources. Furthermore, there are no permanent structures or unique geologic or topographic features located on the Project Site, such as hilltops, ridges, hillslopes, canyons, ravines, rock outcrops, water bodies, streambeds, or wetlands. Therefore, the Project would not result in impacts to scenic resources within a City-designated scenic highway and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

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

Potentially Significant Impact. As detailed in Attachment A, Project Description, of this Initial Study, the surrounding area is highly urbanized and includes mixed-use buildings of varying heights, residential uses, and entertainment-related uses. While the Project would be anticipated to be similar and compatible with the existing visual character and quality of the surrounding area, the Project would change the visual character and quality of the Project Site and its surroundings by developing an approximately 18-story mixed-use building on a site that is currently used as a surface parking lot. Therefore, the EIR will provide further analysis of the Project's potential impacts to visual character and quality. The EIR analysis will include: (1) a description of the visual character of the Project Site, as viewed from off-site locations under existing and proposed conditions; (2) an analysis of potential impacts to the valued visual character; and (3) an evaluation of Project

[1] *City of Los Angeles General Plan, Transportation Element, Map E: Scenic Highways in the City of Los Angeles.*

consistency with relevant policies set forth in applicable City planning documents (e.g., City General Plan, Hollywood Community Plan, etc.).

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

Potentially Significant Impact. The Project Site currently generates low levels of artificial light and glare from sources typically associated with surface parking lot uses. Light sources include low-level security lighting and vehicle headlights, and glare sources include glass and metal vehicle surfaces. While the Project would increase the number of vehicle trips to and from the Project Site, the Project's structured parking, both below grade and above grade, would reduce vehicular glare levels as the vehicles that currently park outside on the surface parking lot would be enclosed within the parking structures. The Project would also introduce new sources of light and glare that are typically associated with office and retail uses, including architectural lighting, signage lighting, interior lighting, security and wayfinding lighting, and building surfaces. In addition, the Project would introduce a new structure to the Project Site with the potential to shade adjacent land uses. Therefore, the EIR will provide further analysis of the Project's potential impacts with regard to light, glare, and shading. The EIR light and glare analysis will include: (1) a description of the City regulatory environment as it relates to artificial light and glare; (2) a description of existing on-site and off-site light and glare conditions; (3) an identification of light- and glare-sensitive uses; (4) a description of potential new light and glare sources that may be introduced by the Project; and (5) an analysis of the potential for the Project to adversely affect the identified light- and glare-sensitive uses. The EIR shading analysis will include: (1) an identification of shadow-sensitive uses in the surrounding adjacent area; (2) an analysis of the shadow that could be caused by the proposed structure for the morning, mid-day, and afternoon periods during the Summer and Winter solstices and the Spring/Fall equinox; and (3) a description of the duration of Project-related shading on any of the identified shadow-sensitive uses.

II. Agricultural 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, 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 contains a surface parking lot and is located in an urbanized area of the City of Los Angeles. No agricultural uses or operations occur on-site or in the vicinity of the Project Site. In addition, the Project Site and surrounding area are 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. As such, the Project would not convert farmland to a non-agricultural use. No impacts would occur and no mitigation measures would be required. No further evaluation 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 not zoned for agricultural use under the Los Angeles Municipal Code (LAMC). 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.[2] 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 would be 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. The Project Site is located in an urbanized area and does not include any forest or timberland. Additionally, the Project Site is currently zoned for commercial land uses, is not zoned for forest land, and is not used as forest land. Therefore, the Project would not conflict with existing zoning for, or cause rezoning of, forest land or timberland as defined by the Public Resources Code. No impacts would occur and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

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[2] *City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report, http://zimas.lacity.org/, accessed August 15, 2013.*

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

No Impact. As mentioned above, the Project Site is located in an urbanized area, is not zoned for forest land, and does not include any forest or timberland. Therefore, the Project would not result in the loss or conversion of forest land. No impacts would occur and no mitigation measures would be 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?

No Impact. The Project Site contains a surface parking lot and is located within an urbanized area. 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. As such, the Project would not result in the conversion of farmland to non-agricultural use. No impacts would occur and no mitigation measures would be 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 South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project:

a. Conflict with or obstruct implementation of the South Coast Air Quality Management District (SCAQMD) Plan or Congestion Management Plan?

Potentially Significant Impact. The Project Site is located within the 6,700-square-mile South Coast Air Basin (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 ten microns in size [PM_{10}],[3] particulate matter less than 2.5 microns in size [$PM_{2.5}$], and lead[4]). The SCAQMD's 2012 Air Quality Management Plan (AQMP) contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. These strategies are developed, in part, based on regional population, housing, and employment projections prepared by the

[3] *A re-designation request to Attainment for the 24-hour PM_{10} standard is pending with the United States Environmental Protection Agency (USEPA).*

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

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.[5] With regard to future growth, SCAG has prepared the 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) which provides population, housing, and employment projections for cities under its jurisdiction. The growth projections in the 2012 RTP/SCS are based on growth projections in local General Plans for jurisdictions in SCAG's planning area. The 2012 RTP/SCS growth projections are utilized in the preparation of the air quality forecasts and consistency analysis included in the SCAQMD's 2012 AQMP.

Construction and operation of the Project may result in an increase in stationary and mobile source air emissions. As a result, Project development could have an 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. The EIR analysis will include: (1) an evaluation of the Project's consistency with the SCAQMD's AQMP in accordance with the procedures established in the SCAQMD's CEQA Air Quality Handbook; and (2) an assessment of Project consistency with the applicable policies of the City's General Plan Air Quality Element policies addressing air quality issues.

With regard to the Project's consistency with the Congestion Management Program (CMP) administered by the Metropolitan Transportation Authority (Metro), see 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, energy consumption, and other on-site activities. Therefore, the EIR will provide further analysis of the Project's construction and operational air pollutant emissions. The EIR's construction analysis will: (1) describe the regulatory environment as it relates to air quality; (2) develop the Project's daily regional construction emissions inventory; (3) identify sensitive receptors in the Project area that may be impacted by Project construction including off-site hauling

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

activities; (4) identify maximum impacts to sensitive receptors from the Project's daily construction emissions using the SCAQMD's localized significance thresholds (LSTs) screening methodology; and (5) analyze the potential for emissions of air toxics during construction and their resultant potential impacts. The EIR's operational analysis will include: (1) a forecast of daily regional emissions from mobile and stationary sources that would occur during long-term Project operations; and (2) an evaluation of localized pollutant concentrations. The analyses will address criteria pollutants (i.e., pollutants for which ambient air quality standards have been established).

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

Potentially Significant Impact. As discussed above, Project construction and operation would emit air pollutants in the Basin, which is currently in non-attainment of federal and State air quality standards for ozone, PM_{10}, $PM_{2.5}$, and lead. Therefore, implementation of the Project could potentially contribute to air quality impacts, which could cause a cumulative impact when combined with other existing and future emission sources in the Project area. Therefore, the EIR will provide further analysis of cumulative air pollutant emissions associated with the Project. The EIR's cumulative air quality analysis will be conducted in accordance with the procedures established by the SCAQMD and will address the degree to which the Project would or would not result in a cumulatively considerable net increase of any criteria pollutant, including those for which the Basin is classified as non-attainment under an applicable federal or State ambient air quality standard.

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 primarily include residential uses. Therefore, the EIR will provide further analysis of the Project's potential to result in substantial adverse impacts to sensitive receptors. As previously described, Project impacts associated with pollutant concentrations will be analyzed during Project construction as well as long-term operations. The analysis will address concentrations of both criteria pollutants and toxic air contaminants.

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. The Project's construction would use 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 or result in a nuisance as defined by SCAQMD Rule 402.

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. On-site trash receptacles used by the Project would have the potential to create odors. However, as trash receptacles would be contained, located, and maintained in a manner that promotes odor control, no substantially adverse odor impacts are anticipated. Thus, impacts would be less than significant and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

IV. Biological Resources

Would the project:

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

Less Than Significant Impact. The Project Site contains a surface parking lot and is located within an urbanized area. Vine-covered concrete walls and fencing surround the Project Site and, with the exception of a few shrubs along the northern property line, the Project Site is paved with asphalt surface. In addition, six palm trees front the Project Site to the south along Sunset Boulevard. Due to the developed nature of the Project Site and the surrounding residential, commercial, and entertainment-related uses, species likely to occur on-site are limited to small terrestrial and avian species typically found in developed settings. Thus, 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 would be 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 the City or regional plans, policies, regulations by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. The Project Site contains a surface parking lot and is located within an urbanized area. No riparian or other sensitive natural community exists on the Project Site or in the surrounding area. Thus, the Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community. No impacts would occur and no mitigation measures would be 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 contains a surface parking lot and is located within an urbanized area. 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 vicinity. As such, the Project would not have an adverse effect on federally protected wetlands. No impacts would occur and no mitigation measures would be 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. The Project Site contains a surface parking lot and is located within an urbanized area. There are no established native resident or migratory wildlife corridors on the Project Site or in the vicinity. Accordingly, development of the Project would not significantly impact any regional wildlife corridors or native wildlife nursery sites. Furthermore, no water bodies that could serve as habitat for fish exist on the Project Site or in the vicinity.

Six palm trees front the Project Site to the south along Sunset Boulevard. While the Project does not propose to remove these street trees, due to the proximity of the Project's construction activities, construction activities may affect the trees such that they would require removal. Although unlikely, these trees could potentially provide nesting sites for migratory birds. The Project would comply with the Migratory Bird Treaty Act (MBTA), which regulates vegetation removal during the nesting season to ensure that significant impacts to migratory birds would not occur. With compliance with this existing regulatory

requirement, impacts would be less than significant. It should also be noted that the Project would replace removed street trees in accordance with the requirements of the City of Los Angeles Urban Forestry Division. No further evaluation of this topic in an EIR is required.

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

Less Than Significant Impact. The City of Los Angeles Protected Tree Ordinance (Chapter IV, Article 6 of the LAMC) regulates the relocation or removal of all Southern California native oak trees (excluding scrub oak), California black walnut trees, Western sycamore trees, and California Bay trees of at least four inches in diameter at breast height. These tree species are defined as "protected" by the City of Los Angeles. As previously described, with the exception of a few shrubs along the northern property line, the Project Site is paved with asphalt surface. In addition, six palm trees front the Project Site along Sunset Boulevard. As such, there are no protected tree species within or surrounding the Project Site. In addition, were the Project's construction activities require removal of the palm trees along Sunset Boulevard, the removed street trees would be replaced in accordance with the requirements of the City of Los Angeles Urban Forestry Division. Therefore, impacts would be less than significant and no mitigation measures would be 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 contains a surface parking lot and is located within an urbanized area. As such, the Project Site does not support any habitat or natural community. Accordingly, no Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plans apply to the Project Site. Thus, the Project would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other related plans. No impacts would occur and no mitigation measures would be 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 significance of a historical resource as defined in State CEQA §15064.5?

Potentially Significant Impact. Section 15064.5 of the CEQA Guidelines generally defines a historic resource as a resource that is: (1) listed in, or determined to be eligible for listing in the California Register of Historical Resources (California Register); (2) included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code); or (3) identified as significant in an historical resources survey (meeting the criteria in Section 5024.1(g) of the Public Resources Code). Additionally, any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register. The California Register automatically includes all properties listed in the National Register of Historic Places (National Register) and those formally determined to be eligible for listing in the National Register.

The Project Site is comprised of surface parking areas and does not include any historic buildings. However, given the presence of known historic resources in the Project vicinity and the age of existing structures near the Project Site, the EIR will provide an analysis of the Project's potential impacts to historic resources.

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

Potentially Significant Impact. Section 15064.5(a)(3)(D) of the CEQA Guidelines generally defines archaeological resources as any resource that "has yielded, or may be likely to yield, information important in prehistory or history." Archaeological resources are features, such as tools, utensils, carvings, fabric, building foundations, etc., that document evidence of past human endeavors and that may be historically or culturally important to a significant earlier community. The Project Site is located within an urbanized area and has been subject to grading and development in the past. Thus, surficial archaeological resources that may have existed at one time have likely been previously disturbed. Nonetheless, the Project would require grading, excavation, and other construction activities that could have the potential to disturb existing but undiscovered archaeological resources. Therefore, the EIR will provide further analysis of the Project's potential impacts

to archaeological resources. The EIR analysis will include: (1) a records search of past archaeological investigations in the Project area; and (2) an assessment of the extent to which Project development may affect any archaeological resources.

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

Potentially Significant Impact. Paleontological resources are the fossilized remains of organisms that have lived in a region in the geologic past and whose remains are found in the accompanying geologic strata. This type of fossil record represents the primary source of information on ancient life forms, since the majority of species that have existed on earth from this era are extinct. Although the Project Site has been previously graded and developed, the Project would require grading and excavation to greater depths for construction of subterranean parking, which would have the potential to disturb undiscovered paleontological resources that may exist within the Project Site. Therefore, the EIR will provide further analysis of the Project's potential impacts to paleontological resources. The EIR analysis will include: (1) a records search of past paleontological investigations in the Project area, and (2) an assessment of the extent to which the Project may affect any paleontological resources.

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

Potentially Significant Impact. As discussed above, the Project Site is located within an urbanized area and has been subject to grading and development. No known traditional burial sites have been identified on the Project Site. Notwithstanding, as the Project would require excavation at depths greater than those having previously occurred on the Project Site, the potential exists for the Project to uncover human remains. Therefore, the EIR will provide further analysis of the Project's potential impacts to human remains. The analysis of this issue will be addressed in accordance with CEQA Guidelines Section 15064.5.

VI. Geology and Soils

Would the project:

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

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

Potentially Significant Impact. Fault rupture is defined as the surface displacement that occurs along the surface of a fault during an earthquake. Based on criteria established by the California Geological Survey (CGS), faults can be classified as active, potentially active, or inactive. Active faults may be designated as Earthquake Fault Zones under the Alquist-Priolo Earthquake Fault Zoning Act, which includes standards regulating development adjacent to active faults. 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 designates Fault Rupture Study Zones on each side of active and potentially active faults to establish areas of hazard potential.

The Project Site is not within a currently established Alquist-Priolo Earthquake Fault Zone for surface fault rupture hazards. No active or potentially active faults with the potential for surface fault rupture are known to pass directly beneath the Project Site. The closest surface trace of an active fault is the Hollywood Fault, which is believed to be located approximately 0.8 mile north of the Project Site. Therefore, the potential for surface rupture due to faulting occurring beneath the Project Site is considered low. Nonetheless, given the proximity of the Hollywood Fault, further analysis of this issue will be provided in the EIR. The EIR analysis will identify the potential for fault rupture to occur on the Project Site based on additional site-specific data collected at the Project Site.

ii. Strong seismic ground shaking?

Potentially 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 surface trace of an active fault is the Hollywood Fault, which is believed to be located approximately 0.8 mile north of the Project Site. The location of the Project Site within a seismically active area in proximity to the Hollywood Fault could

expose people or structures to strong seismic ground shaking. Therefore, further analysis of this issue will be provided in the EIR. The EIR analysis will identify the potential for seismic ground shaking and will take into consideration the impact of seismic activity on future development, as well as compliance with the most recent regulatory requirements regarding seismic safety.

iii. Seismic-related ground failure, including liquefaction?

Potentially Significant Impact. Liquefaction involves a sudden loss in strength of saturated, cohesionless soils that are subject to ground vibration and results in temporary transformation of the soil to a fluid mass. If the liquefying layer is near the surface, the effects are much like that of quicksand for any structure located on it. If the layer is deeper in the subsurface, it may provide a sliding surface for the material above it. Liquefaction typically occurs in areas where the soils below the water table are composed of poorly consolidated, fine- to medium-grained, primarily sandy soil. In addition to the requisite soil conditions, the ground acceleration and duration of the earthquake must also be of a sufficient level to induce liquefaction. The current standard of practice requires liquefaction analysis to a depth of 50 feet below the lowest portion of a proposed structure.[6]

The Seismic Hazards Maps of the State of California does not classify the Project Site as part of a potentially liquefiable area.[7] This determination is based on groundwater depth records, soil type, and distance to a fault capable of producing a substantial earthquake. Additionally, the Project Site is not located in an area susceptible to liquefaction as mapped by the City of Los Angeles.[8] Therefore, the potential for liquefaction to occur at the Project Site is considered to be low. Nevertheless, as the potential for seismic activity exists, the EIR will include a more detailed analysis of this issue.

iv. Landslides?

No Impact. The Project Site is characterized by a relatively flat topography and there is a general lack of elevation difference in the Project vicinity. In addition, the Project Site is not located in a landslide area as mapped by the City of Los Angeles, or within an

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[6] *Southern California Earthquake Center, University of Southern California, Recommended Procedures for Implementation of DMG Special Publication 117A, Guidelines for Analyzing and Mitigating Liquefaction in California, March 1999.*

[7] *California Geological Survey (formerly the Division of Mines and Geology), Seismic Hazards Zone Map, Hollywood 7.5-Minute Quadrangle, 1999.*

[8] *Los Angeles General Plan Safety Element, Exhibit B, Areas Susceptible to Liquefaction, page 49 (November 1996).*

area identified as having a potential for slope instability.[9] Further, the Project does not propose a substantial alteration to the existing topography. Therefore, no impacts would occur and no mitigation measures would be 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, excavation, and other construction activities that have the potential to disturb existing soils and expose soils to rainfall and wind, thereby potentially resulting in soil erosion. However, construction activities would occur in accordance with erosion control requirements, including grading and dust control measures, imposed by the City pursuant to grading permit regulations. Specifically, Project construction would comply with the Los Angeles Building Code, which requires necessary permits, plans, plan checks, and inspections to ensure that the Project would reduce the sedimentation and erosion effects. In addition, as discussed below under Checklist Question IX, Hydrology and Water Quality, the Project would be required to have an erosion control plan approved by the Los Angeles Department of Building and Safety, as well as a Storm Water Pollution Prevention Plan pursuant to the National Pollutant Discharge Elimination System permit requirements. As part of the Storm Water Pollution Prevention Plan, Best Management Practices would be implemented during construction to reduce sedimentation and erosion levels to the maximum extent possible. In addition, Project construction contractors would be required to comply with City grading permit regulations, which require necessary measures, plans, and inspections to reduce sedimentation and erosion. With compliance with regulatory requirements that include the implementation of Best Management Practices, impacts would be less than significant and no mitigation measures would be required. No further evaluation 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?

Potentially Significant Impact. As discussed above, the potential for liquefaction at the Project Site is considered to be low. Additionally, the Project Site is not located in a landslide area as mapped by the City of Los Angeles, or within an area identified as having a potential for slope instability. Notwithstanding, the Project Site is susceptible to ground shaking and may contain soils that are unstable. Therefore, this issue will be evaluated further in an EIR. The EIR analysis will address impacts associated with soil stability,

[9] *Los Angeles General Plan Safety Element, Exhibit C, Landslide Inventory & Hillside Areas, page 51 (November 1996).*

lateral spreading, subsidence, liquefaction, and collapse, and will also account for compliance with regulatory requirements.

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?

Potentially Significant Impact. Expansive soils are typically associated with fine-grained clayey soils that have the potential to shrink and swell with repeated cycles of wetting and drying. According to a preliminary geotechnical investigation, the Project Site contains soils that are considered to have a low to moderate expansive potential. Therefore, further analysis of this issue will be provided in the EIR. The EIR analysis will identify the potential for soil expansion to occur and will include site-specific recommendations, as needed, while accounting for compliance with regulatory requirements.

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 via connections to the existing wastewater infrastructure. As such, the Project would not require the use of septic tanks or alternative wastewater disposal systems. The Project would not result in impacts related to the ability of soils to support septic tanks or alternative wastewater disposal systems. No impacts would occur and no mitigation measures would be 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 regulates 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 include associated human

activity-related 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 gas emissions, the EIR will include further evaluation of Project-related emissions and associated emission reduction strategies to determine whether the Project conflicts with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases (e.g., Assembly Bill 32, 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 Report* (Phase I ESA), prepared for the Project by Citadel Environmental Services, Inc., October 30, 2013. The Phase I ESA was prepared for the Project to identify recognized environmental conditions and certain potential environmental conditions on the Project Site. The Phase I ESA is included as Appendix IS-1 of this Initial Study.

Would the project:

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

Less Than Significant Impact. The types and amounts of hazardous materials that would be used in connection with the Project would be typical of those used in office and retail developments (e.g., cleaning solutions, solvents, pesticides for landscaping, painting supplies, and petroleum products). Construction of the Project would also involve the temporary use of potentially hazardous materials, including vehicle fuels, paints, oils, and transmission fluids. However, all potentially hazardous materials would be used and stored in accordance with manufacturers' instructions and handled in compliance with applicable federal, State, and local regulations. Any associated risk would be adequately reduced to a less than significant level through compliance with these standards and regulations. Impacts would be less than significant and no mitigation measures would be required. No further evaluation 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 with Mitigation Incorporated. The Phase I ESA included a review of environmental records for the Project Site, a site reconnaissance to identify potential on-site hazards, and a subsurface survey. The Phase I ESA did not identify any past or present recognized environmental conditions on the Project Site. No chemical use, storage, or disposal was observed on the Project Site. In addition, no indications of past or present releases of hazardous substances were observed. Further, there is no past or present history of underground storage tanks (USTs) or above-ground storage tanks (ASTs) being located on-site. The Project Site also was not found to contain transformers or other electric equipment that could contain polychlorinated biphenyls (PCBs). The Project Site does not contain any structures with the potential to contain asbestos-containing materials (ACMs) or painted surfaces with the potential to contain lead-based paint (LBP). Additionally, the Project Site is not within a Methane Zone or Methane Buffer Zone identified by the City.[10] Therefore, there is a negligible risk of subsurface methane release. Further, while the subsurface survey, included as Appendix K of the Phase I ESA, found areas with subsurface anomalies that may indicate structures or debris from previous land uses within the Project Site, these features were determined to likely include a concrete pad with an imbedded metal plate and remnants of former utility services. These features are not considered hazardous. Further, Project construction would occur in compliance with all applicable federal, State, and local requirements concerning the handling and disposal of hazardous materials and waste. Therefore, while unlikely, should any hazardous materials be discovered, such materials would be acquired, handled, stored, and disposed of in accordance with all applicable federal, State, and local requirements. With compliance with relevant regulations and requirements, Project construction activities would not 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. Notwithstanding, Mitigation Measure Hazardous-1 is included below to ensure that a geologist be present during grading activities to monitor the areas identified with subsurface anomalies. Therefore, with the implementation of Mitigation Measure Hazardous-1, impacts associated with hazardous waste management during construction would be less than significant.

As discussed above, Project operation would involve the limited use of hazardous materials that are typically used in office and retail developments (e.g., cleaning solutions, solvents, pesticides for landscaping, painting supplies, and petroleum products). Construction of the Project would also involve the temporary use of potentially hazardous materials, including vehicle fuels, paints, oils, and transmission fluids. However, all such materials would be used and stored in accordance with manufacturers' instructions and in compliance with applicable federal, State, and local regulations. As such, the use of such

[10] *City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report, http://zimas.lacity.org/, accessed November 8, 2013.*

materials would not 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. Impacts would be less than significant and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

Mitigation Measure Hazardous-1: The Applicant shall provide a geologist during on-site grading activities to monitor the areas identified with subsurface anomalies.

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. The Project Site is located within 0.25 mile of Helen Bernstein High School located at 1309 North Wilton Place and Joseph Le Conte Middle School located at 1316 North Bronson Avenue. As discussed above, construction of the Project would involve the temporary use of potentially hazardous materials, including vehicle fuels, paints, oils, and transmission fluids. Additionally, Project operation would involve the limited use of hazardous materials typically used in the maintenance of office and retail uses (e.g., cleaning solutions, solvents, pesticides for landscaping, painting supplies, and petroleum products). However, all potentially hazardous materials would be used, stored, and disposed of in accordance with manufacturers' specifications and in compliance with applicable federal, State, and local regulations. As such, the use of such materials would not create a significant hazard to nearby schools. Impacts would be less than significant and no mitigation measures would be required. No further evaluation 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 it create a significant hazard to the public or the environment?

No Impact. The Phase I ESA included a review of various federal, State, and tribal environmental databases as well as a review of local environmental records. None of the addresses associated with the Project Site were listed in the databases or records searched for the Phase I ESA. Therefore, no significant impacts would occur and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

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

No Impact. The Project Site is not located within two miles of an airport or within an airport planning area. Therefore, no impacts would occur and no mitigation measures would be 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 result in a safety hazard for the people residing or working in the area?

No Impact. The Project Site is not located within two miles of a private airstrip. Therefore, no impacts would occur and no mitigation measures would be 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. According to the Safety Element of the City of Los Angeles General Plan, the Project Site is not located along a designated disaster route.[11] The nearest disaster routes are Santa Monica Boulevard approximately 0.5 mile to the south and Highland Avenue approximately 1.2 miles to the west. While it is expected that the majority of construction activities for the Project would be confined to the Project Site, limited off-site construction activities may occur in adjacent street rights-of-way during certain periods of the day, which could potentially require temporary lane closures. However, if lane closures are necessary, both directions of travel would be maintained in accordance with standard construction management plans that would be implemented to ensure adequate circulation and emergency access.

Additionally, although the Project is expected to provide adequate emergency access and comply with Los Angeles Fire Department (LAFD) access requirements, the Project would generate traffic in the Project vicinity. As discussed in Checklist Questions XVI(a) through XVI(f), the potential traffic impacts of the Project would be evaluated in an EIR. However, based on the proximity of the Project Site to the designated disaster routes, traffic impacts with respect to identified emergency evacuation routes are anticipated to be less than significant. Therefore, since the Project would not cause an impediment along the City's designated disaster routes or impair the implementation of the City's emergency

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

response plan, the Project would have a less than significant impact with respect this topic. As such, no further analysis of this 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?

No Impact. The Project Site is not located within a City-designated Very High Fire Hazard Severity Zone.[12] 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 impacts would occur and no mitigation measures would be 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 *5901 Sunset Boulevard Project Water Resources Technical Report* (Water Resources Report), prepared for the Project by KPFF Consulting Engineers, October 2013. The Water Resources Report estimates the rate of stormwater runoff from the Project Site before and after implementation of the Project and evaluates the capability of municipal stormwater infrastructure to accommodate post-Project flows. The Water Resources Report also evaluates the Project's potential water quality impacts based on its consistency with applicable regulations related to water quality. The Water Resources Report is included as Appendix IS-2 of this Initial Study.

Would the project:

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

Less Than Significant Impact. During Project construction, 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. Thus, Project-related construction activities could have the potential to 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

[12] *City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report, http://zimas.lacity.org/, accessed November 8, 2012. 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.*

Pollutant Discharge Elimination System (NPDES) General Construction Permit (Order No. 99-08-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 Project construction. The SWPPP would outline Best Management Practices (BMPs) and other erosion control measures to minimize the discharge of pollutants in storm water runoff. The SWPPP would be carried out in compliance with State Water Resources Control Board requirements and would also be subject to review by the City for compliance with the City of Los Angeles' *Best Management Practices Handbook*, *Part A Construction Activities.* Additionally, 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 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 General Construction Permit. With compliance with these existing regulatory requirements, impacts to water quality during construction would be less than significant. No further evaluation of this topic in an EIR is required.

During operation, the Project would introduce sources of potential stormwater pollution that are typical of office and retail developments (e.g., cleaning solvents, pesticides for landscaping, and petroleum products associated with parking and circulation areas). Stormwater runoff from precipitation events could potentially carry urban pollutants into municipal storm drains. However, in accordance with NPDES Municipal Permit requirements, the Project would be required to implement Standard Urban Stormwater Mitigation Plan (SUSMP) requirements during the operational life of the Project to reduce the discharge of polluted runoff from the Project Site. The Project would also be required to comply with the City's Low Impact Development (LID) Ordinance (Ordinance No. 181,899), which promotes the use of natural infiltration systems, evapotranspiration, and the reuse of stormwater. To this end, BMPs, including flow-through planters, would be implemented to collect, detain, treat, and discharge runoff on-site before discharging into the municipal storm drain system. As the Project Site currently does not have BMPs for the treatment of stormwater runoff from the existing impervious surfaces, the implementation of the Project's BMPs would result in an improvement in surface water quality runoff from the Project Site. The final selection of BMPs would be completed through coordination with the City of Los Angeles as part of the Site Plan Review and permitting process. The SUSMP would be subject to review and approval by the City for compliance with the City of Los Angeles' *Development Best Management Practices Handbook, Part B, Planning Activities*. With compliance with these existing regulatory requirements, impacts to water quality during operation would be less than significant. No further evaluation of this topic in an EIR is required.

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

Less Than Significant Impact. Based on boring explorations conducted at the Project Site, groundwater was encountered at approximately 50.5 feet below surface.[13] In addition, according to the California Geological Survey, the historic high groundwater level beneath the Project Site is approximately 50 feet below the existing ground surface. Grading would consist of excavation of up to approximately 35 feet below the existing ground surface. Therefore, it is not anticipated that Project construction would require dewatering or other withdrawals of groundwater. Project construction would not deplete groundwater supplies.

In addition, operation of the Project would not interfere with groundwater recharge. The Project Site contains an active surface parking lot with minimal vegetation. As such, approximately 100 percent of the Project Site consists of impervious surface area; therefore, the degree to which surface water infiltration and groundwater recharge occurs on-site is negligible. As illustrated in Attachment A, Project Description, the Project would construct a new mixed-used building which would nearly cover the Project Site area. Therefore, while the Project would introduce new landscaping on the roofs of several floors which would capture stormwater, the surface area of the Project Site would continue to comprise approximately 100 percent impervious surfaces. As such, construction and operation of the Project would not substantially affect groundwater levels beneath the Project Site, including depleting groundwater supplies or resulting in a substantial net deficit in the aquifer volume or lowering of the local groundwater table. 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. The Project Site consists of a paved surface parking lot with minimal landscaping. Impervious surface area covers approximately 100 percent of the Project Site. The Project Site is not crossed by any water courses or rivers. A portion of the runoff from the Project Site sheet flows to Sunset Boulevard where

[13] *Geotechnologies, Inc. 2013.*

it enters an offsite catch basin at the northeast corner of Sunset Boulevard and Gordon Street. The remaining portion of the Project Site sheet flows to Bronson Avenue where it enters an offsite catch basin at the northwest corner of Sunset Boulevard and Bronson Avenue. With implementation of the Project, drainage from the Project Site would be channeled through the building's drainage structures and likely discharge near the eastern and southern edges of the Project Site. The Project would install plumbing systems to convey runoff associated with roof areas to the same City pipes in Sunset Boulevard and Bronson Avenue.

State of California regulations for storm water management in general do not allow the alteration of an existing drainage pattern without mitigation, the increase of storm water runoff by more than one percent above the baseline condition, or the design capacity of existing storm water facilities to be exceeded. As described above, 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. Additionally, as previously discussed, during Project construction, a SWPPP would be developed and implemented which would outline BMPs and other erosion control measures. Further, construction activities would occur in accordance with City grading permit regulations (Chapter IX, Division 70 of the Los Angeles Municipal Code) to reduce the effects of sedimentation and erosion.

Based on the above, the construction and operation of the Project would not substantially alter the existing drainage pattern of the site or surrounding area such that substantial erosion, siltation, or on- or off-site flooding would occur. Impacts would be less than significant, and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

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

Less Than Significant Impact. See Checklist Question IX.c, Hydrology and Water Quality, 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 Checklist Questions IX.a and IX.c, Hydrology and Water Quality, above.

f. Otherwise substantially degrade water quality?

Less Than Significant Impact. See Checklist Questions IX.a and IX.c, Hydrology and Water Quality, above.

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

No Impact. The Project Site is not located within a 100-year flood plain as mapped by the Federal Emergency Management Agency (FEMA) or by the City of Los Angeles.[14,15] In addition, the Project does not include a residential component. Thus, the Project would not place housing within a 100-year flood plain and no impacts would occur. Accordingly, no mitigation measures are necessary and further evaluation of this topic in an EIR is not required.

h. Place within a 100-year flood plain 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 and the Project would not include a residential component. Thus, the Project would not place structures that would impede or redirect flood flows within a 100-year flood plain. No impacts would occur, and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

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

Less Than Significant Impact. As stated above, the Project Site is not located within a designated 100-year flood plain. In addition, the Safety Element of the City of Los Angeles General Plan does not map the Project Site as being located within a flood control basin.[16] However, the Project Site is located within the potential inundation area for the Hollywood Reservoir, which is held by the Mulholland Dam.[17] The Mulholland Dam is a Los Angeles Department of Water and Power dam located in the Hollywood Hills approximately three miles north of the Project Site. The Mulholland Dam was built in 1924 and designed to hold 2.5 billion gallons of water. This dam, as well as others in California,

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[14] *Federal Emergency Management Agency, Flood Insurance Rate Map, Panel Number 06037C1605F, accessed August 16, 2013.*

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

[16] *Ibid.*

[17] *Ibid.*

are continually monitored by various governmental agencies (such as the State of California Division of Safety of Dams and the U.S. Army Corps of Engineers) to guard against the threat of dam failure. Current design and construction practices and ongoing programs of review, modification, or total reconstruction of existing dams are intended to ensure that all dams are capable of withstanding the maximum considered earthquake for the site. Pursuant to these regulations, the Mulholland Dam is regularly inspected and meets current safety regulations. In addition, the Department of Water and Power has emergency response plans to address any potential impacts to its dams. Given the distance of the Mulholland Dam to the Project Site, the oversight by the Division of Safety of Dams, including regular inspections, and the Department of Water and Power's emergency response program, the potential for substantial adverse impacts related to inundation at the Project Site as a result of dam failure would be less than significant. 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 approximately 13 miles northeast of the Pacific Ocean. The Safety Element of the City of Los Angeles General Plan does not map the Project Site as being located within an area potentially affected by a tsunami.[18] The Project Site is not positioned downslope from an area of potential mudflow. Therefore, no seiche, tsunami, or mudflow events are 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?

No Impact. The Project area is highly urbanized and includes a mixture of low-, mid-, and high-rise buildings, both historic and modern, occupied by commercial, residential, and entertainment-related uses. In particular, five, two-story multi-family

[18] *Ibid.*

residential buildings are located immediately north of the Project Site with additional and more expansive multi-family residential developments located further north. East of the Project Site, across Bronson Avenue and fronting Sunset Boulevard is a Mobil gas station. Located north of the Mobil gas station are additional two-story multi-family residential uses. Commercial and multi-family residential developments continue east of the Project Site along Sunset Boulevard and include the three-story St. Moritz hotel building with lower level retail and a bar, the 12-story Metropolitan Residential Tower, a three-story walk-up office structure, and a Midas auto repair and service center. South of the Project Site, across Sunset Boulevard, are additional commercial uses including a tax service center, hair salon, flower studio, a café, a paintball store, and an Arby's fast food restaurant, which are followed by multi- and single-family residential uses. East of these uses, across Bronson Avenue and along Sunset Boulevard, is the Sunset Bronson Studios campus. Located immediately west of the Project Site is the site for the Sunset and Gordon Mixed-Use Project, which includes the development of residential, office, retail, and restaurant uses with associated parking. Commercial uses interspersed with multi-family residential developments continue further west of the Project Site.

The Project would construct a new office building with a ground-floor retail use to serve Project tenants and the surrounding community. The proposed uses would be consistent with other land uses in the surrounding area, as described above, and compatible with the community. In addition, all proposed development would occur within the boundaries of the Project Site. Therefore, the Project would not physically divide, disrupt, or isolate an established community. Rather, implementation of the Project would result in further infill of an already developed community with similar and compatible land uses. No impacts would occur and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

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

Potentially Significant Impact. Various local and regional plans guide development of the Project Site. At the local level, the Hollywood Community Plan implements land use policies of the Los Angeles General Plan for the Project Site and vicinity. Other applicable City plans include the Hollywood Community Redevelopment Plan, which sets forth an array of goals that include encouraging economic development; promoting and retaining the entertainment industry; revitalizing the historic core; and preserving historically significant structures. In addition, new project development within the City is subject to the requirements and regulations of the City of Los Angeles Department of City Planning Walkability Checklist. The Project Site is also subject to the

regulations of the LAMC, which governs land use at the Project Site through development restrictions and building standards. At the regional level, the Southern California Association of Governments (SCAG) Compass Blueprint Growth Vision Report sets forth a framework with respect to regional growth and through its growth management policies addresses land use within a broader context. In addition, SCAG's 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy presents policies and strategies to improve mobility in the region and reduce emissions from transportation sources to comply with Senate Bill 375, improve public health, and meet the National Ambient Air Quality Standards as set forth by the federal Clean Air Act. An analysis of the Project's consistency with the LAMC and other applicable land use plans, policies, and regulations will be provided in an EIR.

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

No Impact. The Project Site contains a surface parking lot and is located in an urbanized area. As such, 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. Therefore, the Project would not conflict with the provisions of an adopted habitat conservation plan or natural community conservation plan. No impacts would occur and no mitigation measures would be 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. 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.[19,20] The Project Site is also

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

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

not located within a City-designated oil field or oil drilling area.[21] Therefore, the Project would not result in the loss of availability of a mineral resource or a mineral resource recovery site. No impacts would occur and no mitigation measures would be 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 Checklist Question XI.a, Mineral Resources, above.

XII. Noise

Would the project result in:

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

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 Project area is associated with traffic from roadways. Existing on-site noise sources primarily include vehicle noises associated with parking lot activity. During Project construction activities, the use of heavy equipment (e.g., bulldozers, backhoes, cranes, loaders, etc.) would generate noise on a short-term basis. Additionally, as the Project would introduce new permanent office and retail uses to the Project Site, noise levels from on-site sources could increase due to a more intense use of the Project Site during operation. In contrast, the noise generated by at-grade outdoor vehicular parking would be reduced as cars would park within structured parking upon implementation of the Project. Additionally, traffic attributable to the Project has the potential to cause noise levels to exceed City Noise Ordinance standards along adjacent roadways. Therefore, further analysis of the Project's potential noise impacts in an EIR is required. The EIR analysis will: (1) describe the City Noise Ordinance as it relates to construction noise and to noise-generating activities and changes in ambient noise levels during Project operation; (2) identify sensitive receptors in the Project area that may be impacted by Project construction and operational noise levels; (3) evaluate the noise environment in the Project area that may be affected by Project noise sources; (4) analyze construction noise impacts by determining the noise levels generated by the different types of on-site construction activities, calculating the construction-related noise level at nearby sensitive receptor

[21] *Los Angeles General Plan Safety Element, Exhibit E, Oil Field & Oil Drilling Areas, page 55 (November 1996).*

locations, and comparing these construction-related noise levels to ambient noise levels (i.e., noise levels without construction noise); (5) establish the noise levels from existing on-site sources and forecast future noise levels from on-site sources, and considering the unique noise characteristics of the proposed uses; and (6) analyze roadway noise impacts attributable to motor vehicle travel generated by on-site development.

b. Exposure of people 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 site grading, clearing activities, 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 analysis of this issue in an EIR is required. The EIR's vibration analysis will take into consideration the potential for the Project to cause groundborne vibration at nearby sensitive buildings and receptors.

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 analysis of this issue in an EIR is required. The EIR analysis will estimate noise levels from the Project at off-site sensitive receptors. These estimates will take into account all existing and future on-site noise sources, including building equipment, vehicular noise, and rooftop activity.

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

Potentially Significant Impact. As discussed in Checklist Question XII.(a), Noise, and Checklist Question XII.(b), Noise, above, construction activity attributable to the Project has the potential to temporarily or periodically increase ambient noise levels above existing levels. In addition, the increase in on-site uses may also result in periodic increases in noise levels. Therefore, further analysis of this issue in an EIR is required. The EIR analysis will identify existing noise levels at representative noise-sensitive receptor locations in the Project vicinity and evaluate the effect of the Project noise sources at these locations.

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 two miles of an airport or within an area subject to an airport land use plan. Therefore, no impacts would occur and no mitigation measures would be 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. Therefore, no impacts would occur and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

XIII. Population and Housing

Would the project:

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

Less Than Significant Impact. The Project does not propose the development of residential uses and thus would not directly contribute to population growth within the Project Site area. While construction of the Project would create temporary construction-related jobs, the work requirements of most construction projects are highly specialized so that construction workers remain at a job site only for the time in which their specific skills are needed to complete a particular phase of the construction process. Thus, Project-related construction workers would not be anticipated to relocate their household's place of residence as a consequence of working on the Project and, therefore, no new permanent residents would be generated during construction of the Project. With regards to operation of the Project, the proposed retail use would include a range of full-time and part-time positions that are typically filled by persons already residing in the vicinity of the workplace, and who generally do not relocate their households due to such employment opportunities. As such, the retail component of the Project would be unlikely to create an indirect demand for additional housing or households in the area. Additionally, while the jobs associated with the office use may also be filled to some extent by employees already residing in the vicinity of the Project Site, it is also possible that some of these jobs would be filled by persons moving into the surrounding area, and housing demand associated with the

Project could increase. However, it is anticipated that some of this demand would be filled by then-existing vacancies in the housing market, and some from other new units in nearby developments. Therefore, given that the Project would not directly contribute to population growth in the Project area and as some of the employment opportunities generated by the Project would be filled by people already residing in the vicinity of the Project Site, the potential growth associated with Project employees who may relocate their place of residence would not be substantial. As such, the Project would not result in a notable increase in demand for new housing, and any new demand, should it occur, would be minor in the context of forecasted growth for the City of Los Angeles or the Hollywood Community Plan area. Further, as the Project would be located in a highly developed area with an established network of roads and other urban infrastructure, it would not require the extension of such infrastructure in a manner that would indirectly induce substantial population growth.

Based on the above, the Project would not induce substantial population or housing growth. Impacts would be less than significant and no mitigation measures are required. No further evaluation 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 would be 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 impacts would occur and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

XIV. Public Services

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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?

Less Than Significant Impact. Fire protection for the Project Site is provided by the City of Los Angeles Fire Department. The Project Site is expected to continue to be served by Fire Station No. 82, the "first-in" station for the Project Site, located at 5769 Hollywood Boulevard, approximately 0.4 mile north of the Project Site. In addition, Fire Station No. 27, located at 1327 North Cole Avenue, is approximately 0.9 mile southwest of the Project Site and would also continue to be available to serve the Project Site.

Pursuant to Section 57.09.07 of the LAMC, the response distance for commercial uses is one mile to a fire station with an engine company and 1.5 miles to a fire station with a truck company. Fire Station No. 82 is located approximately 0.4 mile north of the Project Site and is equipped with one engine and one ambulance.[22] Fire Station No. 27, located approximately 0.9 mile away is equipped with one truck, three engines, and two ambulances.[23] As such, the Project would fall within the LAFD's maximum prescribed response distances.

During construction of the Project, construction activities would generate traffic associated with the movement of construction equipment, hauling of demolition and graded materials, and construction worker trips. Additionally, construction activities may involve temporary lane closures for utility improvements, staging, and general construction activities. Other implications of construction-related traffic include increased travel time due to flagging or stopping of traffic to accommodate trucks entering and exiting the Project Site during construction. As such, construction activities could potentially increase response times for emergency vehicles travelling to the Project Site and nearby uses along surrounding streets. However, during construction of the Project, construction traffic management plans would be implemented to ensure that adequate and safe access remains available at the Project Site. As part of these plans, provisions for temporary traffic control would be provided during all construction activities along public rights-of-way to improve traffic flow on public roadways (e.g., flaggers). In addition, designated truck queuing, equipment staging, and construction worker parking areas would be provided.

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[22] *Correspondence from Captain Luke A. Milick, City of Los Angeles Fire Department, May 2013.*

[23] *Ibid.*

Emergency access to the Project Site would remain clear and unhindered during construction of the Project pursuant to City requirements. Further, compliance with all applicable federal, State, and local requirements concerning the use, handling, and storage of hazardous materials (including flammable materials) would effectively reduce the potential for Project construction activities to expose people to the risk of fire or explosion related to hazardous materials.

With regards to Project operation, the Project would not include the development of new residential units which would generate a new residential population in the service area of Fire Station No. 82. However, the Project's office and retail uses would increase the daytime population within the station's service area. Specifically, based on police service population factors provided in the City of Los Angeles CEQA Thresholds Guide, the Project would generate approximately 1,174 persons on the Project Site.[24] This daytime population projected to be generated by the Project would increase the demand for LAFD fire protection and emergency medical services. However, as described above, the Project would be located within close proximity of Fire Station No. 82 and Fire Station No. 27. In addition, the Applicant would submit a plot plan for approval by the LAFD prior to the issuance of a building permit, which would include fire prevention, suppression, and access features designed to the satisfaction of the LAFD. The Project would also implement applicable design features regarding high-rise structures in accordance with the City's Fire Code.

Additionally, based on fire flow standards set forth in Section 57.09.06 of the LAMC, the Project falls within the Industrial and Commercial category, which has a required fire flow of 6,000 gallons per minute (gpm) from four hydrants to up to 9,000 gpm from six hydrants flowing simultaneously with a residual pressure of 20 pounds per square inch (psi). Based on consultation with the Project's plumbing engineer, it is estimated that the building's proposed fire sprinkler system would require fire service flows of approximately 1,250 gpm. A Service Advisory Request (SAR) was submitted to LADWP to ensure that existing infrastructure would be sufficient to serve the Project.[25] Based on the fire service pressure flow report provided by LADWP, the existing 8-inch water main in Bronson Avenue to which the Project proposes to connect to currently has a static pressure of 74 psi and when water flows through the water main, the pressure drops. As an example,

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[24] *The City of Los Angeles CEQA Thresholds Guide provides police service population factors. Based on those factors (4 persons/1,000 square feet for office uses and 3 persons/1,000 square feet for retail uses), full buildout of the Project would generate a net new police service population of approximately 1,174 persons. Note the Los Angeles Unified School District also sets forth employee generation rates within its Developer Fee Justification Study (February 9, 2012, Table 11). Based on the employee generation rate of 209 square feet per employee for the "Standard Commercial Office" land use category provided by the Los Angeles Unified School District, the Project would generate approximately 1,435 new employees.*

[25] *See Exhibit 1 in the Utility Technical Report included in Appendix IS-3 of this Initial Study.*

LADWP provides that when flows of 1,400 gpm run through the water main, the pressure within the water main drops to 71 psi. Therefore, based on the available flow and pressure capacity of the existing infrastructure, the Project's fire service flow requirements could be accommodated by the existing infrastructure. As such, with implementation of the necessary on-site infrastructure improvements to connect to the existing infrastructure, the Project would result in a less-than-significant impact related to fire flows.

Based on the above, potential fire hazards would be reduced through compliance with numerous construction and Fire Code standards affecting structural design, building materials, site access, fire flow, storage and management of hazardous materials, alarm and communications systems, building sprinkler systems, helicopter access, etc. Therefore, impacts to fire protection would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

b. Police protection?

Less Than Significant Impact. The Hollywood Community Police Station, which serves the Project area, is located at 1358 North Wilcox Avenue, approximately 0.8 mile southwest of the Project Site. This station is under the jurisdiction of the LAPD's West Bureau. The Hollywood Community Police Station serves an area that spans 13.34 square miles and has a resident population of approximately 128,418 people.[26]

As discussed above, short-term Project construction activities would generate traffic associated with the movement of construction equipment, hauling of demolition and graded materials, and construction worker trips. Additionally, construction activities may involve temporary lane closures. Other implications of construction-related traffic include increased travel time due to flagging or stopping of traffic to accommodate trucks entering and exiting the Project Site during construction. As such, construction activities could potentially increase response times for emergency vehicles travelling to the Project Site and nearby uses along surrounding streets. However, as described above, during construction of the Project, construction traffic management plans would be implemented to ensure that adequate and safe access remains available at the Project Site during construction activities. As part of these plans, provisions for temporary traffic control would be provided during all construction activities along public rights-of-way to improve traffic flow on public roadways (e.g., flaggers). In addition, designated truck queuing, equipment staging, and construction worker parking areas would be provided. Emergency access to the Project Site would remain clear and unhindered during construction of the Project pursuant to City requirements. Furthermore, the potential for theft of construction equipment

[26] *Correspondence from Leonid A. Tsap, Officer, Community Relations Section, Crime Prevention Unit, Los Angeles Police Department, July 8, 2013.*

and building materials would be minimized through the use of security fencing, lighting, locked entry, and security patrol of the Project Site.

As discussed above, the Project's office and retail uses would increase the daytime population within the Hollywood Community Police Station's service area. Based on police service population factors provided in the City of Los Angeles CEQA Thresholds Guide, the Project would generate approximately 1,174 employees on the Project Site.[27] This daytime population projected to be generated by the Project would contribute to an increase in the demand for police protection services as provided by the Hollywood Community Police Station. However, the Project does not include any residential uses. Therefore, the Project would not directly affect the existing officer to resident ratio or the crimes per resident ratio citywide or within the Hollywood Community Police Station service area. Notwithstanding, to help reduce any on-site increase in demand for police services, the Project would implement comprehensive safety and security features to enhance public safety and reduce the demand for police services, including: 24-hour on-site security personnel, limiting access to authorized personnel; closed-circuit cameras; foot patrols; the use of identification badges; and access control to the building and parking garage. The Project would also be equipped with an alarm system which would be monitored, and police would be dispatched as needed.

With regard to response times, due to the proximity of the Hollywood Community Police Station (1.5 miles) to the Project Site, emergency response times to the Project Site are not expected to significantly increase. In addition, emergency access to the Project Site and surrounding uses would be maintained at all times. Additional traffic generated by the Project could potentially affect LAPD emergency response times. However, the additional traffic would not significantly impact emergency vehicle response times to the Project Site, including along City-designated disaster routes (the closest of which are along Santa Monica Boulevard and Highland Avenue), since the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using their sirens to clear a path of travel or driving in the lanes of opposing traffic. Thus, Project-related traffic is not anticipated to impair the LAPD from responding to emergencies at the Project Site or the surrounding area. Therefore, the Project's potential impacts related to emergency response times would be less than significant.

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[27] *The City of Los Angeles CEQA Thresholds Guide provides police service population factors. Based on those factors (4 persons/1,000 square feet for office uses and 3 persons/1,000 square feet for retail uses), full buildout of the Project would generate a net new police service population of approximately 1,174 persons. Note the Los Angeles Unified School District also sets forth employee generation rates within its Developer Fee Justification Study (February 9, 2012, Table 11). Based on the employee generation rate of 209 square feet per employee for the "Standard Commercial Office" land use category provided by the Los Angeles Unified School District, the Project would generate approximately 1,435 new employees.*

Based on the above analysis, the Project would not generate a demand for additional police protection services that would substantially exceed the capability of the Hollywood Community Police Station to serve the Project Site. Therefore, impacts to police protection service would be less than significant and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

c. Schools?

Less Than Significant Impact. The Project includes the development of office and retail uses. Development of new residential land uses, which directly generate school-aged children and a demand for school services, is not proposed. Thus, implementation of the Project would not result in a direct increase in the number of students within the service area of the LAUSD. In addition, the number of students indirectly generated by the Project that could attend LAUSD schools serving the Project Site would not be anticipated to be substantial because not all employees are likely to reside in the Project vicinity. Furthermore, pursuant to Senate Bill 50, the Applicant would be required to pay development fees for schools to the LAUSD prior to the issuance of building permits. Pursuant to Government Code Section 65995, the payment of these fees is considered mitigation of Project-related school impacts. Therefore, impacts on schools would be less than significant and mitigation measures would not be required. No further evaluation of this topic in an EIR is required.

d. Parks?

Less than Significant Impact. As previously described, the Project would involve the development of office and retail uses. Development of new residential land uses, which typically create the greatest demand for parks and recreational facilities, is not proposed. Thus, implementation of the Project would not result in on-site residents who would utilize nearby parks and/or recreational facilities. As discussed above, based on population conversion factors set forth in the City of Los Angeles CEQA Thresholds Guide, the Project would generate approximately 1,174 employees.[28] While it is possible that some of these new employees may utilize local parks and recreational facilities, this increased demand would be negligible due to the amount of time it would take for employees to access off-site local parks (the closest of which is Seily Rodriguez Park located approximately 0.4 mile southeast of the Project Site). Additionally, the new employment opportunities that would be generated by the Project may be filled, in part, by employees already residing in the vicinity of the Project Site who already utilize existing parks and recreational facilities. Therefore, while the Project's employment opportunities could have the potential to indirectly increase the population of the Hollywood Community Plan area, new demand for

[28] *Los Angeles Unified School District, 2012 Developer Fee Justification Study, February 9, 2012, Table 11. Based on the employee generation rate for the "Standard Commercial Office" land use category.*

public parks and recreational facilities associated with Project development would be limited. Thus, impacts on parks and recreational facilities would be less than significant, and mitigation measures would not be required. No further evaluation of this topic in an EIR is required.

e. Other governmental services (including roads)?

Less Than Significant Impact. The Project area is served by existing libraries within the Hollywood Community Plan area, including the nearby Frances Howard Goldwyn–Hollywood Regional Branch Library, located at 1623 North Ivar Avenue. As previously described, the Project would involve the development of office and retail uses within the Project Site. Because no residential uses would be developed as part of the Project, no new residents would be generated on-site. Thus, implementation of the Project would not result in a direct increase in the number of residents within the service population of the Frances Howard Goldwyn–Hollywood Regional Branch Library. In addition, as Project employees would be more likely to use library facilities near their homes during non-work hours and given that some of the employment opportunities generated by the Project would be filled by people already residing in the vicinity of the Project Site, Project employees and the potential indirect population generation that could be attributable to those employees would generate minimal demand for library services. Further, due to the developed nature of the Project vicinity, some of the employees that could relocate to the Project vicinity would likely do so by moving into existing units that would have been previously occupied. As such, any indirect or direct demand for library services generated by Project employees would be negligible. As such, impacts on library facilities would be less than significant, and mitigation measures would not be required. No further evaluation of this topic in an EIR is required.

During construction and operation of the Project, roads would continue to be utilized to access the Project Site. As discussed below in Checklist Question XV.a, the potential for the Project to result in a significant increase in the number of vehicle trips on local roadways would be evaluated in an EIR. Any necessary improvements to local roadways associated with development of the Project would also be identified in the EIR.

No other public services would be notably impacted by the Project. Therefore, the Project would result in a less than significant impact on other governmental services. Further analysis of other governmental services in an EIR is not required.

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?

Less Than Significant Impact. As discussed previously, the Project involves the development of retail and office uses. New residential land uses, which typically create the greatest demand for parks and recreational services, are not proposed. Thus, implementation of the Project would not result in on-site residents who would utilize nearby neighborhood and regional parks or other recreational facilities. In addition, while it is possible that some of the Project's employees may utilize local parks and recreational facilities, this increased demand would be negligible due to the amount of time it would take for employees to access off-site local parks and recreational facilities (the closest of which is Seily Rodriguez Park located approximately 0.4 mile southeast of the Project Site). Furthermore, the new employment opportunities that would be generated by the Project may be filled, in part, by employees already residing in the vicinity of the Project Site who already utilize existing parks and recreational facilities. Therefore, while the Project's employment opportunities could have the potential to indirectly increase the population of the Hollywood Community Plan area, new demand for public parks and recreational facilities associated with Project development would be limited. As such, the Project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that a substantial physical deterioration of the facility would occur or be accelerated. Thus, impacts on parks and recreational facilities would be less than significant, and mitigation measures would not be required. No further evaluation of this topic in an EIR is required.

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

No Impact. The Project would not include any on-site public recreational facilities or parks. Therefore, no impacts would occur and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

XVI. Transportation/Circulation

Would the project:

a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the

circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Potentially Significant Impact. The Project proposes an increase in development which would result in an increase in daily and peak hour traffic within the Project vicinity. 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 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 impact roadway and transit system capacities. Therefore, further analysis of this issue in an EIR is required. With regard to construction activities, the EIR analysis will: (1) describe existing vehicle and pedestrian (i.e., sidewalks, crosswalks, etc.) circulation patterns around the Project Site and along the likely routes used by construction-related vehicles; (2) identify existing bus and transit stops that may require relocation (if any); (3) forecast the number of haul and delivery truck and construction worker trips; and (4) analyze potential construction-related impacts to travel lanes, sidewalks, bicycle lanes/paths, turning lanes, and parking.

With regard to Project operations, the EIR analysis will address the Project's potential impacts on the streets, intersections, freeways, and transit systems serving the Project area. Volume/Capacity (V/C) ratios and Levels of Service (LOS) at study intersections and roadway segments during the A.M. and P.M. peak hours will be calculated based on Los Angeles Department of Transportation (LADOT) methodologies and in accordance with CEQA. Trip generation forecasts will be based on types of uses that are proposed as part of the Project. The EIR analysis will also identify potential impacts on neighborhood streets within adjacent residential neighborhoods.

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

Potentially Significant Impact. The Metropolitan Transportation Authority (Metro) administers the Congestion Management Program (CMP), a State mandated program designed to address the impacts urban congestion has on local communities and the region as a whole. The CMP provides an analytical basis for the transportation decisions contained in the State Transportation Improvement Project. The CMP for Los Angeles County requires an analysis of any Project that could add 50 or more trips to any CMP intersection or more than 150 trips to a CMP mainline freeway location in either direction during either the A.M. or P.M. weekday peak hours. Implementation of the Project would 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 in an EIR is required. The EIR analysis will: (1) describe the CMP; (2) identify CMP intersections and freeway segment monitoring locations that may be affected by the Project; and (3) analyze potential Project impacts on CMP facilities in accordance with current CMP methodologies.

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 or planning boundary of any airport land use plan. However, the proposed mixed-use building would extend more than 200 feet above existing grade. In accordance with Title 14 of the Code of Federal Regulations, Section 77.13, the Applicant would be required to submit copies of FAA Form 7460-1 to the FAA Obstruction Evaluation service (OES). The OES would then evaluate the Project and any OES recommendations would be incorporated into the building's design, including protocols pertaining to building markings and lighting. Implementation of required design features and lighting would ensure that impacts associated with air traffic safety would be less than significant. No mitigation measures or further analysis of this topic in an EIR is required.

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

Potentially Significant Impact. The roadways adjacent to the Project Site are part of the urban roadway network and contain no sharp curves or dangerous intersections. However, the Project would increase traffic levels in the area, particularly at the locations which provide direct access to the Project Site. Therefore, further analysis of this issue in an EIR is required. The EIR analysis will evaluate potential Project impacts at both existing and planned primary access points, including, but not limited to, a qualitative analysis of the interface of the Project's access points with pedestrian/bicyclist flows.

e. Result in inadequate emergency access?

Potentially Significant Impact. While it is expected that construction activities for the Project would primarily be confined on-site, the Project's construction activities may temporarily affect access on portions of the adjacent street rights-of-way for the installation or upgrading of local infrastructure. Construction within the adjacent 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 which may affect the capacity of adjacent streets and highways. Therefore, further analysis of this issue in an EIR is required. The EIR analysis will evaluate the surrounding street system that will

be used by the Project, the location of any off-site construction activities, and the impact of the Project's traffic with respect to projected roadway service levels. The emergency access analysis will take into consideration the effects of new development on the ability of police, fire, and emergency medical services to access on- as well as off-site properties during the construction and operation of the Project.

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 Project proposes an increase in development which 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 is required. The EIR analysis will describe estimated current capacity levels of transit systems and identify deficiencies, if any. Project transit trips will be forecasted according to CMP methodology. The impact of the Project with respect to bus and rail capacity will be assessed per CMP criteria. The EIR analysis will also address impacts with regard to public bicycle and pedestrian facilities.

XVII. Utilities and Service Systems

The following analysis is based, in part, on the *5901 Sunset Boulevard Project Utility Technical Report: Water, Wastewater, and Energy* (Utility Technical Report), prepared for the Project by KPFF Consulting Engineers, December 2013. The Utility Technical Report evaluates the Project's potential impacts to the local water, sewer, and energy infrastructure. The Utility Technical Report is included as Appendix IS-3 of this Initial Study.

Would the project:

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

Less Than Significant Impact. Wastewater collection and treatment services within the Project vicinity are provided by the City of Los Angeles Department of Public Works (LADPW). The Project Site currently consists of a surface parking lot and does not generate any sewage. Wastewater generated during operation of the Project would be collected and discharged into the existing sewer main in Sunset Boulevard and conveyed to the Hyperion Treatment Plant (HTP) located in El Segundo. The HTP is a part of the Hyperion Treatment System, which also includes the Tilman Water Reclamation Plant (TWRP) and the Los Angeles-Glendale Water Reclamation Plant (LAGWRP). The

treatment capacity of the entire Hyperion Treatment System is approximately 550 million gallons per day (mgd) (consisting of 450 mgd at HTP, 80 mgd at TWRP, and 20 mgd at LAGWRP).[29] The HTP is designed to treat 450 mgd, with annual increases in wastewater flows limited to 5 mgd by City Ordinance No. 166,060. The HTP currently processes an average of 362 mgd, and therefore has an available capacity of approximately 88 mgd.[30]

Incoming wastewater to the HTP initially passes through screens and basins 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. These solids, called sludge, are collected, treated, and recycled. The portion of water that remains, called primary effluent, is treated through secondary treatment using a natural, biological approach. Living micro-organisms are added to the primary effluent to consume organic pollutants. These micro-organisms are later harvested and removed as sludge. After treatment is completed, the water is dispersed 5 miles 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 HTP into Santa Monica Bay is regulated by the HTP's NPDES Permit issued under the Clean Water Act and is required to meet the Regional Water Quality Control Board (RWQCB)'s requirements for a recreational beneficial use. Accordingly, the HTP's effluent to Santa Monica Bay is continually monitored to ensure that it meets or exceeds prescribed standards. The City's Environmental Monitoring Division also monitors flows into the Santa Monica Bay.[31,32]

The wastewater generated by the Project would be typical of retail and office uses. No industrial discharge into the wastewater system would occur. As the HTP is in compliance with the State's wastewater treatment requirements, the Project would not exceed the wastewater treatment requirements of the RWQCB. Therefore, impacts would be less than significant and no mitigation measures would be required. No further evaluation of this topic in an EIR is required. With regard to the Project's impacts on the treatment capacity of the HTP, see Checklist Question XVII.b, Utilities, below.

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[29] *City of Los Angeles Department of Public Works Bureau of Sanitation. "City of Los Angeles Integrated Resources Plan Executive Summary, December 2006." Website: www.lacity.org/san/irp/documents/Executive_Summary-Overview_of_the_IRP.pdf, accessed January 25, 2013.*

[30] *City of Los Angeles Department of Public Works Bureau of Sanitation, About Wastewater—Treatment Plants, www.lacity.org/san/wastewater/factsfigures.htm, accessed March 20, 2013.*

[31] *City of Los Angeles Department of Public Works, Bureau of Sanitation, Environmental Monitoring Division. "Santa Monica Bay Biennial Assessment Report: 2005–2006."*

[32] *City of Los Angeles Department of Public Works, Bureau of Sanitation, Environmental Monitoring Division, FAQS, www.lacitysan.org/emd/faqs/index.htm#a4, accessed March 20, 2013.*

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?

Less Than Significant Impact. Water service to the Project Site would continue to be supplied by LADWP for domestic and fire protection uses. While domestic water demand is typically the main contributor to water consumption, fire flow demands have a much greater instantaneous impact on infrastructure, and therefore are the primary means for analyzing infrastructure capacity. Fire flow to the Project would be required to meet City of Los Angeles fire flow requirements. Section 57.09.06 of the LAMC establishes fire flow standards by development type. The Project falls within the Industrial and Commercial category, which has a required fire flow of 6,000 gpm from four fire hydrants to 9,000 gpm from six fire hydrants flowing simultaneously. Additionally, hydrants must be spaced to provide adequate coverage of the building exterior and must deliver a minimum pressure of 20 psi. Further, based on consultation with the Project's plumbing engineer, it is estimated that the building's proposed fire sprinkler system would require fire service flows of approximately 1,250 gpm. Pressure flow reports were obtained from LADWP to ensure that existing water pressure is sufficient to serve the fire flow needs of the Project.[33] As described above in Response to Section XIV.a, the Project proposes to connect to the existing 8-inch water main in Bronson Avenue. Based on the fire service pressure flow report provided by LADWP, the existing 8-inch water main in Bronson Avenue to which the Project proposes to connect to currently has a static pressure of 74 psi and when water flows through the water main, the pressure drops. As an example, LADWP provides that when flows of 1,400 gpm run through the water main, the pressure within the water main drops to 71 psi. Therefore, based on the available flow and pressure capacity, the existing LADWP water infrastructure has adequate capacity to serve the Project's fire flow demand as well as its domestic water demand and no upgrades to the mainlines that serve the Project Site would be required. The Project would provide a new metered service connection to connect to the existing water mainline on Bronson Avenue. Project-related infrastructure would be designed and installed to meet all applicable City requirements. Further, if required by the LAFD, additional fire hydrant(s) would be installed within the public right-of-way to meet the hydrant spacing requirements set forth in Section 57.09.06 of the LAMC. Newly installed hydrants would be subject to review and approval by the LAFD.

Wastewater generated by the Project would be conveyed via the existing wastewater conveyance systems for treatment at the Hyperion Treatment Plan. As described above, the Hyperion Treatment Plant has a capacity of 450 mgd and current wastewater flow levels are at 362 mgd. Accordingly, the capacity at the Hyperion Treatment Plant is 88 mgd. Based on sewage generation factors established by the City of

[33] *See Exhibit 1 in the Utility Technical Report included in Appendix IS-3 of this Initial Study.*

Los Angeles Department of Public Works, Bureau of Engineering, the Project would generate approximately 41,293 gallons per day or approximately 0.041 mgd. The Project's increase in average daily wastewater flow of 0.041 mgd would represent approximately 0.047 percent of the current 88 mgd available capacity of the Hyperion Treatment Plant. Therefore, the Project-generated wastewater would be accommodated by the existing capacity of the Hyperion Treatment Plant and a less than significant impact would occur. In addition, the Project's increase in average daily wastewater generation of 0.041 mgd plus the future Hyperion Service Area flows of approximately 492.3 mgd would represent approximately 90 percent of the Hyperion Service Area's 2020 capacity of 550 mgd. Thus, the Project's additional wastewater flows would not substantially or incrementally exceed the future scheduled capacity of any treatment plant.

Sewer service for the Project would be provided utilizing new or existing on-site sewer connections to the existing 8-inch sewer main in Sunset Boulevard. Project-related sanitary sewer connections and on-site infrastructure would be designed and constructed in accordance with applicable City of Los Angeles Bureau of Sanitation and California Plumbing Code standards. As provided in the Utility Technical Report included in Appendix IS-3, a sewer capacity report was obtained from the City of Los Angeles Bureau of Sanitation to evaluate the capability of the existing wastewater system to serve the Project's estimated wastewater flow. Based on the current approximate flow levels and design capacities in the sewer system and the Project's estimated wastewater flow, the City determined that the existing sanitary sewer line on Sunset Boulevard would have an adequate capacity to accommodate the additional infrastructure demand created by the Project. No upgrades to existing sewer mains would be required.

Based on the above, the Project would not exceed the available capacity within the distribution infrastructure that would serve the Project Site and impacts with respect to water and wastewater infrastructure would be less than significant. No mitigation measures would be required and no further analysis of this topic in an EIR is required.

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 Checklist Question IX.c, Hydrology and Water Quality, above. As discussed therein, stormwater flows from the Project Site would not increase with implementation of the Project. Additionally, the Project would provide appropriate on-site drainage improvements to better control runoff. Therefore, 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 would be 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 resource, or are new or expanded entitlements needed?

Potentially Significant Impact. The Los Angeles Department of Water and Power (LADWP) supplies water to the Project Site. The Project would increase the demand for water provided by LADWP. Given the complexity and evolving nature of the subject of water supply in Southern California, further analysis of this issue in an EIR will be provided. The EIR analysis will calculate the Project's total water demand based on the Project's individual land use components, and will assess LADWP's ability to serve the Project based on LADWP's water supply entitlements.

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?

Less Than Significant Impact. See Checklist Question XVII.b, Utilities.

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

Less Than Significant Impact. Various public agencies and private companies provide solid waste management services in the City of Los Angeles. Private collectors service most multi-family units and commercial developments, whereas the City Bureau of Sanitation collects the majority of residential waste from single-family and some smaller multi-family residences. Solid waste generated by the Project would be transported by a private contractor and disposed at a major Class III (municipal) landfill located in Los Angeles County. Eleven Class III landfills and one unclassified landfill with solid waste facility permits are located within Los Angeles County.[34,35] Of the eleven Class III landfills in Los Angeles County, five Class III landfills are open to the City of Los Angeles.[36] Within Los Angeles County, there are two solid waste transformation facilities that convert, combust, or otherwise process solid waste for the purpose of energy recovery, the

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[34] *County of Los Angeles, Department of Public Works. Los Angeles County Integrated Waste Management Plan 2011 Annual Report, August 2012.*

[35] *The eleven Class III landfills within Los Angeles County include: Antelope Valley, Burbank, Calabasas, Chiquita Canyon, Lancaster, Pebbly Beach, Puente Hills, San Clemente, Savage Canyon, Scholl Canyon, and Sunshine Canyon City/County. The unclassified landfill within the Los Angeles County is the Azusa Land Reclamation facility.*

[36] *The five Class III landfills open to the City of Los Angeles include: Antelope Valley, Calabasas, Chiquita Canyon, Lancaster, and Sunshine Canyon City/County. Note that while the Calabasas Landfill is open to the City of Los Angeles, its service area is limited to the cities of Hidden Hills, Agoura Hills, Westlake Village, and Thousand Oaks per Los Angeles County Ordinance No. 91-0003.*

Commerce Refuse to Energy Facility and the Southeast Resource Recovery Facility, located in the City of Long Beach.

Los Angeles County continually evaluates landfill disposal needs and capacity through preparation of the Los Angeles County Countywide Integrated Waste Management Plan (CoIWMP) Annual Reports. Within each annual report, future landfill disposal needs over the next 15-year planning horizon are addressed in part by determining the available landfill capacity.[37] Based on the most recent 2012 CoIWMP Annual Report, the remaining total disposal capacity for the County's Class III landfills is estimated at 129.2 million tons as of December 31, 2012. For the Class III landfills open to the City, the remaining total disposal capacity is estimated at 107.52 million tons.[38] Additionally, in 2012, the County's Class III landfills open to the City (excluding the Calabasas Landfill) had a total maximum daily capacity of 22,900 tons per day (tpd) and an average daily disposal of 11,713 tpd, resulting in approximately 11,187 tpd of remaining daily disposal capacity.[39] Aggressive waste reduction and diversion programs on a countywide level have helped reduce disposal levels at the County's landfills. Based on the 2012 CoIWMP Annual Report, the County anticipates that future disposal needs can be adequately met through 2027 via a multi-pronged approach that includes successfully permitting and developing proposed in-County landfill expansions, developing conversion and other alternative technologies, utilizing available or planned out-of-County disposal capacity, and developing necessary infrastructure to facilitate exportation of waste to out-of-County landfills.

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.[40] The City of Los Angeles is currently diverting 65 percent of its waste from landfills.[41] The City has adopted the goal of achieving 70 percent diversion by 2015, 90 percent by 2025, and zero waste by 2030.

The Project Site currently does not generate solid waste. As part of the Project, approximately 274,000 square feet of office and 26,000 square feet of retail uses would be

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[37] *Los Angeles County Countywide Integrated Waste Management Plan, 2012 Annual Report.*

[38] *Does not include the remaining disposal capacity at the Calabasas Landfill, which is only open to portions of the City that do not include the Project Site.*

[39] *Los Angeles County Countywide Integrated Waste Management Plan, 2012 Annual Report, Appendix E-1.*

[40] *City of Los Angeles, Solid Waste Integrated Resource Plan FAQ; www.zerowaste.lacity.org/files/info/fact_sheet/SWIRPFAQS.pdf; accessed August 20, 2013.*

[41] *City of Los Angeles, Bureau of Sanitation, Solid Resources, www.lacitysan.org/solid_resources/recycling/index.htm accessed August 20, 2013.*

constructed. The construction activities necessary to build the Project would generate debris, some of which may be recycled to the extent feasible. As part of the Project, construction materials would be recycled in accordance with the City of Los Angeles Green Building Code (Ordinance No. 181,480), which requires a minimum construction waste reduction of approximately 50 percent. Materials that could be recycled or salvaged include asphalt, glass and concrete. Debris not recycled could be accepted at one of several unclassified landfills within Los Angeles County. Since unclassified landfills in the County do not generally have capacity issues, inert landfills serving the Project Site would have sufficient capacity to accommodate Project construction solid waste disposal needs.

Based on the City's solid waste generation factor of 10.53 pounds per employee per day for commercial uses, the Project's estimated 1,174 employees would generate approximately 12,362 lbs/day of solid waste. The waste generation factors utilized do not account for recycling or other waste diversion measures, including recycling required as part of Assembly Bill 341 described further below in Response to Section XVII.g. As such, the estimated solid waste generated by the Project is likely conservative. The estimated solid waste generated by the Project would represent a fraction (approximately 0.0010) of the daily solid waste disposed of by the City of Los Angeles in 2012.[42] Furthermore, the Project's estimated solid waste generation would represent approximately 0.06 percent of the remaining daily disposal capacity of the County's Class III landfills.

Based on the above, the landfills that serve the Project Site would have adequate capacity to accept the solid waste that would be generated by construction and operation of the Project. Impacts would be less than significant and no mitigation measures would be 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. Further, 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

[42] *The City of Los Angeles disposed of approximately 2.28 million tons of waste in 2012 at Class III landfills yielding an average daily disposal of 6,259 tons or 12,518,000 lbs/day. Source: County of Los Angeles, Public Works Dept., Solid Waste Information System.*

commercial solid waste from landfills and expand opportunities for recycling in California. Additionally, 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.

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 developments include a recycling area or room of specified size on the Project Site.[43] The Project would also promote compliance with AB 939, AB 341, and City waste diversion goals 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, no impacts would occur and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

h. Other utilities and service systems?

Less Than Significant Impact. The Project Site is currently occupied by a surface parking lot that contains several pole-mounted, low-level security lighting fixtures that consume a nominal amount of electricity. The Project Site does not consume any natural gas. Thus, implementation of the Project would result in an increased demand for electricity and natural gas service.

Electricity transmission to the Project Site is provided and maintained by LADWP through a network of utility poles and underground utility lines. As shown in Table B-1 on page B-50, with buildout of the Project, the on-site electricity demand would be approximately 10,432,650 kilowatt-hours (kWh) of electricity per year. This estimate is conservative as it does not account for the net effect of existing electricity consumed by the on-site security lights. LADWP has confirmed that the Project's electricity demand can be served by the facilities in the Project area.[44] With regard to supply, LADWP forecasts that

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

[44] *City of Los Angeles Department of Water and Power, Will Serve Letter for 5901 Sunset Boulevard, Los Angeles, November 6, 2013. Refer to Exhibit 4 in Appendix IS-3 of this Initial Study.*

Table B-1
Estimated Project Electricity Demand

Proposed Land Use	Units	Consumption Rate[a] (kWh/sf/year)	Total Electricity Consumption (kWh/year)
Office	274,000 sf	12.95	3,548,300
Retail	26,000 sf	13.55	352,300
Parking Structures	622,100 sf	10.50[b]	6,532,050
Total			**10,432,650**

sf = square feet

kWh = kilowatt-hour

[a] *Electricity consumption factors based on Table A9-11-A of SCAQMD CEQA Air Quality Handbook, April 1993.*

[b] *Corresponding rate not available for this land use. Therefore, the "miscellaneous" rate was applied.*

Source: Matrix Environmental, 2013.

its total energy sales[45] in the 2017-2018 fiscal year will be 23,378 gigawatt-hours (GWh) of electricity.[46] Therefore, the Project's electricity demand would represent approximately 0.04 percent of LADWP's projected sales for the Project's build-out year. As such, LADWP would have adequate supplies to serve the Project's electricity demand. Impacts with regard to electrical supply and infrastructure capacity would be less than significant, and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

Natural gas service is provided to the Project Site by the Southern California Gas Company (SCGC). The Project is estimated to consume approximately 3,609,480 cubic feet per month (cf/month) or approximately 120,316 cubic feet per day of natural gas as shown in Table B-2 on page B-51. SCGC has confirmed that the Project's natural gas demand can be served by the facilities in the Project area.[47] Based on a straight

[45] *LADWP defines its future electricity supplies in terms of sales that will be realized at the meter.*

[46] *LADWP, 2012 Power Integrated Resource Plan, Appendix A, Table A-1, https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-integratedresourceplanning/a-p-irp-documents?_afrLoop=83568369824000&_afrWindowMode=0&_afrWindowId=fnn6vh5ib_1#%40%3F_afrWindowId%3Dfnn6vh5ib_1%26_afrLoop%3D83568369824000%26_afrWindowMode%3D0%26_adf.ctrl-state%3Dnfhspegv1_4, accessed November 11, 2013.*

[47] *Southern California Gas Company, Will Serve Letter for 5901 Sunset Boulevard, Los Angeles, Date, 2013. See Exhibit 3 in Appendix IS-3 of this Initial Study.*

Table B-2
Estimated Project Natural Gas Demand

Proposed Land Use	Units	Consumption Rate[a] (cf/sf/month)	Total Gas Consumption (cf/month)
Office	274,000 sf	2.0	548,000
Retail	26,000 sf	2.9	75,400
Parking Structures	622,100 sf	4.8[b]	2,986,080
Total			**3,609,480**

sf = square feet

cf = cubic feet

[a] *Natural Gas consumption factors based on Table A9-12-A of SCAQMD CEQA Air Quality Handbook, April 1993.*

[b] *Corresponding rate not available for this land use. Therefore, the "hotel/motel" rate was applied as it is the highest and most conservative rate available.*

Source: Matrix Environmental, 2013.

interpolation of 2015 and 2020 data, the annual natural gas supply within SCGC's service area is estimated to be approximately 2,617 million cubic feet per day (mmcf/day) in 2017.[48] Therefore, the Project's natural gas demand would represent approximately 0.005 percent of SCGC's forecasted natural gas supply for the Project build-out year. Impacts with regard to natural gas supply and infrastructure capacity would be less than significant, and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

It should be noted that the above estimates do not account for the various energy conservation measures that would be incorporated in the Project in order to comply with the City of Los Angeles Green Building Code (Ordinance No. 181,480) and the sustainability intent of the U.S. Green Building Council's Leadership in Energy and Environmental Design program. Therefore, this analysis likely overstates the potential impacts of the Project.

XVIII. Mandatory Findings of Significance

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species,

[48] *California Gas and Electric Utilities, 2012 California Gas Report, July 2012, page 115, www.socalgas.com/regulatory/documents/cgr/2012%20CGR_Final.pdf, accessed April 4, 2013.*

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 indicated by the analysis above, the Project would not substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. However, the Project could potentially affect historic resources. An EIR will be prepared to analyze and document such potentially significant impacts.

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

Potentially Significant Impact. The potential for cumulative impacts occurs when the independent impacts of the Project are combined with impacts from other development to 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 whose development, 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 an EIR for the following subject areas: aesthetics, air quality, cultural resources, geology and soils, greenhouse gas emissions, land use, noise, transportation/ circulation, and water supply.

With regard to agricultural resources and mineral resources, no such resources are located on the Project Site or in the surrounding area. In addition, due to the developed nature of the Project Site area, no sensitive species or natural communities are present within the Project Site or in the surrounding area. Further, the Project would have no impact to agricultural, biological, and mineral resources, and therefore could not combine with other projects to result in cumulative impacts.

With respect to hazards and hazardous materials and hydrology and water quality, these resource areas are generally site specific and need to 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. Thus, cumulative impacts associated with hazardous materials, hydrology and water quality would be less than significant.

With regard to population and housing, public services, wastewater, solid waste, electricity, and natural gas, the Project's incremental contribution to potential cumulative impacts would not be cumulatively considerable. Specifically, as discussed in the analysis above, the Project does not propose the development or residential uses and thus would not directly contribute to population growth within the Project Site area. In addition, the proposed retail use would include a range of full-time and part-time positions that are typically filled by persons already residing in the vicinity of the workplace, and who generally do not relocate their households due to such employment opportunities. Further, the Project would not result in a notable indirect increase in demand for new housing, and any new demand, should it occur, would be minor in the context of forecasted growth for the City of Los Angeles or the Hollywood Community Plan area. With respect to fire protection, the Project Site would be within LAFD's maximum prescribed response distances. In addition, the Project and other development would be required to consult with the LAFD to ensure adequate fire flow capabilities and adequate emergency access. Similarly, as the Project would not create a new residential population, the Project would not directly affect the existing officer to resident ratio or the crimes per resident ratio citywide or within the Hollywood Community Police Station service area. Further, to help reduce any on-site increase in demand for police services, the Project and other development would implement comprehensive safety and security features to enhance public safety and reduce the demand for police services. Additionally, the Project would not generate a direct residential population that could increase the demand for schools, parks and recreational facilities, and libraries and any indirect increase in the local residential population would be inconsequential.

Regarding wastewater, as discussed above in Checklist Question XVII.b, the Project's increase in average daily wastewater flows would represent approximately 0.047 percent of the current 88 mgd available capacity of the Hyperion Treatment Plant. In addition, based on the existing and future capacity of the Hyperion Service Area of approximately 550 mgd, the Hyperion Service Area is expected to have adequate capacity to accommodate the cumulative wastewater flows of approximately 492.34 mgd, including the Project. Therefore, cumulative impacts on the wastewater treatment systems would be less than significant. Further, as with the Project, new development projects occurring in the Project vicinity would be required to coordinate with the City of Los Angeles Bureau of Sanitation via a sewer capacity availability request to determine adequate sewer capacity. Therefore, cumulative impacts on the City's wastewater infrastructure would be less than significant.

Lastly, the estimated solid waste generated by the Project would represent approximately 0.10 percent of the daily solid waste disposed of by the City of Los Angeles, and approximately 0.06 percent of the remaining daily disposal capacity of the County's Class III landfills. Also, based on the 2012 CoIWMP Annual Report, the County anticipates that future solid waste disposal needs can be adequately met through 2027.

The Project's electricity demand would represent approximately 0.04 percent of LADWP's projected sales for the Project's build-out year. The Project's natural gas demand would represent approximately 0.005 percent of SCGC's forecasted natural gas supply for the Project build-out year. Thus, cumulative impacts for these subject areas would be less than significant, and no further evaluation in an EIR is required.

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

Potentially Significant Impact. As indicated by the analysis above, the Project could result in potentially significant impacts with regard to aesthetics, air quality, cultural resources, geology and soils, greenhouse gases, land use and planning, noise, transportation/circulation, and utilities (water supply). As a result, these potential effects will be analyzed further in an EIR.