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

5750 Hollywood Boulevard Mixed-Use Project

Case Number: ENV-2014-4288-EIR

Project Location: 5732-5766 Hollywood Boulevard, Los Angeles, CA, 90028
Council District: 13

Project Description: The Project proposes a mixed-use development on an approximately 1.10-acre (47,919-square-foot) Project Site at 5732-5766 Hollywood Boulevard in the Vermont/Western Transit Oriented District Specific Plan Area within the Hollywood Community Plan Area of the City of Los Angeles (the Project). The Project Site is presently improved with two buildings separated by a surface parking lot. A vacant two-story, brick commercial building constructed in 1936 occupies the eastern end of the Project Site. The 23,528-square-foot building most recently housed a billiards hall and nightclub that ceased operations in late 2012. A one-story, 8,750-square-foot brick building designed and constructed as an automobile showroom in 1924 and utilized as an auto repair shop until early 2014 occupies the western end of the Project Site. The Project would demolish the two on-site buildings and surface parking lot, and redevelop the Project Site with a seven-story mixed-use building, 86 feet in height, consisting of 161 dwelling units, including market-rate and affordable housing, five live/work lofts that include ground-floor retail space fronting on Hollywood Boulevard, public open space, and private open space and recreational amenities for the use of residents. The Project may be marketed as rental apartments or for-sale condominiums; however the proposed number of dwelling units would not change, and the overall floor area would be substantially the same under both options. Structured parking for all on-site uses, totaling 271 automobile parking spaces and 96 bicycle spaces, would be provided within two subterranean levels and one at-grade level. The maximum developed floor area would be approximately 172,800 square feet for a proposed floor-to-area ratio (FAR) of 3.73:1. The Project may involve vacation of one-half of the 10'-6"-wide alley south of the Project Site, along the Project Site's 265-foot alley frontage. For the provision of 14 dwelling units for Very Low Income households, the Project requests a 35 percent density bonus pursuant to LAMC Section 12.22.A.25(c), to permit the development of 161 units in lieu of 119 base units otherwise permitted in accordance with the R5 zone, and two On-Menu Incentives: 1) a 35 percent floor area increase for a maximum FAR of 4.05:1 in lieu of a maximum FAR of 3.0:1 otherwise permitted; and 2) an 11-foot increase in building height over the 75 feet otherwise permitted, for a maximum building height of 86 feet. The Project would be developed in a single, approximately 20-month phase.

APPLICANT:	PREPARED BY:	ON BEHALF OF:
5750 Hollywood Boulevard, LLC	PCR Services Corporation	The City of Los Angeles Department of City Planning Environmental Analysis Section

January 2015

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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 Planning Department	13	January 28, 2015

RESPONSIBLE AGENCIES

City of Los Angeles Department of City Planning, Regional Water Quality Control Board, South Coast Air Quality Management District (SCAQMD), Los Angeles Board of Public Works, Los Angeles Building and Safety Department, Los Angeles Department of Water and Power (Board of Water and Power Commissioners), Los Angeles Department of Transportation, CalTrans.

PROJECT TITLE/NO.	CASE NO.
5750 Hollywood Boulevard	ENV-2014-4288-EIR

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

PROJECT DESCRIPTION:

5750 Hollywood Boulevard, LLC, the Applicant, proposes a mixed-use development on a 1.10-acre (47,919-square-foot) Project Site (or Site) at 5732-5766 Hollywood Boulevard in the Vermont/Western Transit Oriented District Specific Plan Are ("Specific Plan") within the Hollywood Community Plan Area of the City of Los Angeles (the Project). The Project would redevelop the Site with a seven-story mixed-use building, 86 feet in height, and consisting of 161 dwelling units and 5,747 square feet of ground-level retail space arranged around a central courtyard. Project development would result in 172,800 square feet of floor area and a floor-to-area ratio (FAR) of 3.73:1. Five of the units would be live/work lofts with ground-level retail space along Hollywood Boulevard. Fourteen (14) dwelling units would be set aside for Very Low Income households. The Project would include common and private open space and amenities for the use of residents. Vehicle access would be provided via a driveway on Hollywood Boulevard at the eastern Project Site boundary, while pedestrian access would be provided from Hollywood Boulevard near the northwest corner of the Project Site. A total of 271 automobile parking spaces and 96 bicycle parking spaces would be provided in structured parking, with two subterranean levels and one at-grade podium level.

For the provision of affordable housing, the Project requests a 35 percent density bonus pursuant to LAMC Section 12.22.A.25(c), permitting the development of 161 units in lieu of 119 base units otherwise permitted in accordance with the [Q]R5 zone, and two On-Menu Incentives: 1) a 35 percent floor area increase to a maximum FAR of 4.05:1 in lieu of a maximum FAR of 3.0:1 otherwise permitted, although the Project proposes less than the maximum at 3.73:1; and 2) an 11-foot increase of building height over the 75 feet otherwise permitted, for a maximum building height of 86 feet. The Project would be developed in a single, approximately 20-month phase.

ENVIRONMENTAL SETTING:

The Project Site is located in East Hollywood, just east of the commercial center of Hollywood. East Hollywood is characterized by a mix of low- and mid-rise multi-family residential buildings and commercial uses along the major roadways. Lower-density neighborhoods with duplexes, courtyard apartment buildings, and other multi-family residential development border Hollywood Boulevard to the north and south, transitioning to predominantly single-family homes in

the Hollywood Hills to the north.

The Project Site is presently improved with two buildings separated by a surface parking lot. A vacant two-story, brick commercial building constructed in 1936 occupies the eastern end of the Project Site. The 23,528-square-foot building most recently housed a billiards hall and nightclub that ceased operations in late 2012. A one-story, 8,750-square-foot brick building designed and constructed as an automobile showroom in 1924 and utilized as an auto repair shop until early 2014 occupies the western end of the Project Site. On-site landscaping is limited to seven ornamental palm trees in the surface parking lot and six street trees present along the Project Site's Hollywood Boulevard frontage. The interior parking lot is enclosed by an eight-foot-tall chain-link fence.

PROJECT LOCATION:

The 1.10-acre (approximately 47,919-square-foot) Project Site consists of six lots at 5732 and 5766 Hollywood Boulevard, near the foot of the Hollywood Hills. The Site is bordered by Hollywood Boulevard to the north, an alley to the south, the five-story Hollywood View Towers mixed-use residential and retail development to the east, and the Saab & Raffi automotive repair shop and the Hollywood Freeway (US 101) northbound exit ramp to the west. The Project Site is served by a network of regional transportation facilities providing connectivity to the larger metropolitan region. Major roadways in the Project vicinity, all served by Metro bus and Metro Rapid bus lines, include Hollywood Boulevard and nearby Sunset Boulevard and Santa Monica Boulevard. North- and southbound access to the Hollywood Freeway is provided via ramps located on Hollywood Boulevard immediately west of the Project Site. The Red Line subway system, operated by the Los Angeles County Metropolitan Transportation Authority (Metro) runs along Hollywood Boulevard, with the nearest station approximately 0.4 miles east of the Project Site at the intersection of Hollywood Boulevard and Western Avenue. The Project Site is also served by three Los Angeles Department of Transportation (LADOT) Dash Lines.

For further discussion see Attachment A, Project Description.

<table>
<tr><td colspan="2">PLANNING DISTRICT
Hollywood Community Plan</td><td>STATUS:
☐ PRELIMINARY
☐ PROPOSED
☒ ADOPTED</td></tr>
<tr><td>EXISTING ZONING
[Q]R5-2 (Multiple Dwelling Zone, Height District 2)</td><td>MAX. DENSITY ZONING
R4 Density [400 sf/unit]
= 119 dwelling units</td><td rowspan="3">☒ DOES CONFORM TO PLAN

☐ DOES NOT CONFORM TO PLAN

☐ NO DISTRICT PLAN</td></tr>
<tr><td>PLANNED LAND USE & ZONE
High-Density Residential</td><td>MAX. DENSITY PLAN
119 dwelling units</td></tr>
<tr><td>SURROUNDING LAND USES
See Attachment A, Project Description</td><td>PROJECT DENSITY
FAR 3.73:1
= 161 dwelling units</td></tr>
</table>

☞ **DETERMINATION (To be completed by Lead Agency)**

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☒ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Sarah Molina Pearson — **SIGNATURE**

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

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

☞ **BACKGROUND**

PROPONENT NAME	**PHONE NUMBER**
5750 Hollywood Boulevard, LLC	(310) 275-4425

PROPONENT ADDRESS

9663 Santa Monica Boulevard, Suite 974, Beverly Hills, CA 90210

AGENCY REQUIRING CHECKLIST	**DATE SUBMITTED**
Department of City Planning	January 28, 2015

PROPOSAL NAME (If Applicable)

5750 Hollywood Boulevard

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

	Potentially Significant Impact	Potentially Significant Unless 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. AGRICULTURE AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒
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 applicable air quality 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 (ozone, PM_{10}, and $PM_{2.5}$) under an applicable federal or state ambient air quality standard?	☒	☐	☐	☐
d. Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
e. Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐
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 Game 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 Game or U.S. Fish and Wildlife Service ?	☐	☐	☐	☒
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh vernal pool, coastal, etc.) Through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒

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

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
VII. GREENHOUSE GAS EMISSIONS. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐
VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials	☐	☐	☒	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would 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?	☐	☐	☐	☒
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?	☐	☐	☒	☐

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

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☒	☐	☐	☐
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:				

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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:				
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/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	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☒	☐	☐	☐
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☒	☐	☐	☐
e. Result in inadequate emergency access?	☒	☐	☐	☐
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☒	☐	☐	☐
XVII. UTILITIES. 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?	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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, 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
Anne Doehne PCR Services Corporation 201 Santa Monica Blvd., Suite 500 Santa Monica, CA 90401	Associate Principal	(626) 204-6170	January 28, 2015

ATTACHMENT A

PROJECT DESCRIPTION

ATTACHMENT A: PROJECT DESCRIPTION

A. INTRODUCTION

5750 Hollywood Boulevard, LLC, the Applicant, proposes a mixed-use development on a 1.10-acre property at 5732-5766 Hollywood Boulevard (the Project Site or Site) in the Hollywood community of the City of Los Angeles (the Project). The Project would redevelop the Site with a seven-story mixed-use building housing 161 residential dwelling units, including five live/work lofts and affordable housing, and totaling approximately 172,800 square feet. The Project may be marketed as rental apartments or for-sale condominiums; however the proposed number of dwelling units would not change, and the overall floor area would be substantially the same under both options. Vehicle access would be provided via a single driveway on Hollywood Boulevard at the eastern end of the Project Site, while pedestrian access would be provided from Hollywood Boulevard near the northwest corner of the Project Site. A total of 271 automobile parking spaces and 96 bicycle parking spaces would be provided within two subterranean parking levels and one at-grade level.

B. PROJECT LOCATION AND SURROUNDING USES

The 1.10-acre (approximately 47,919-square-foot) Project Site consists of six lots (Assessor Parcel Numbers 5586-035-040 and 5586-035-002) at 5732-5766 Hollywood Boulevard, near the foot of the Hollywood Hills, as shown on **Figure A-1**, *Regional and Vicinity Location Map*. The Project Site is immediately bordered by Hollywood Boulevard to the north, an alley to the south, the five-story Hollywood View Towers mixed-use residential and retail development to the east, and the Saab & Raffi automotive repair shop and the Hollywood Freeway (US 101) northbound exit ramp to the west, as shown in the aerial photograph presented in **Figure A-2**, *Aerial Photograph of the Project Site and Vicinity*. Land uses to the north, across Hollywood Boulevard, include the Hollywood Seventh-Day Adventist Church, Los Angeles Fire Department Station No. 82, a single-story commercial corner development with neighborhood-serving commercial uses, and a Pier One retail store. Land uses to the south, across the alley from the Project Site, consist of multi-family apartment buildings and single-family residences. Land uses to the east and west along Hollywood Boulevard are predominantly commercial with some multi-family residential development.

The Project vicinity is highly urbanized and generally built out, as indicated in Figure A-2. The Project Site is located just east of the Hollywood Freeway and the commercial center of Hollywood, which serves as an entertainment center of regional importance and is characterized by a high concentration of tourist-oriented and entertainment uses. East Hollywood, where the Project Site is located, is characterized by a mix of low- and mid-rise multi-family residential and commercial uses along the major roadways. Lower-density neighborhoods with duplexes, courtyard apartment buildings, and other multi-family residential development line Hollywood Boulevard to the north and south, transitioning to predominantly single-family homes in the Hollywood Hills to the north.

The Project Site is served by a network of regional transportation facilities providing connectivity to the larger metropolitan region. Major roadways in the Project vicinity, all served by Los Angeles County Metropolitan Transportation Authority (Metro) bus and Metro Rapid bus lines, include Hollywood

Boulevard, nearby Sunset Boulevard, and Santa Monica Boulevard. North- and southbound access to the Hollywood Freeway is provided via ramps located on Hollywood Boulevard immediately west of the Project Site. The Red Line heavy rail system, operated by Metro, runs under Hollywood Boulevard, with the nearest station approximately 0.4 miles east of the Project Site at the intersection of Hollywood Boulevard and Western Avenue. The Site is also served by three Los Angeles Department of Transportation (LADOT) Dash Lines.

C. SITE BACKGROUND AND EXISTING CONDITIONS

The Project Site currently contains two buildings separated by a surface parking lot, as shown in **Figure A-3**, *Existing On-Site Development (Oblique View)*. The parking lot is accessed via two driveways on Hollywood Boulevard. A vacant two-story, brick commercial building constructed in 1936 occupies the eastern end of the Project Site**.** The building is oriented towards the surface parking lot, with a porte-cochere along the west elevation marking the building's entrance. The 23,528-square-foot building most recently housed a billiards hall and nightclub (Spot 5750), which ceased operations in late 2012. A remnant pole sign associated with the night club is located at the northern edge of the parking lot.

A one-story brick building occupies the western end of the Project Site. The 8,750-square-foot building, designed by the architectural firm of Morgan, Walls & Clements and constructed in 1924 as an automobile showroom, was used by the Saab & Raffi automotive repair shop in conjunction with their operations on the adjoining parcel to the west until early 2014, when the building was vacated. The building was identified as a potential historic resource in the 1979 Historic Resources Survey conducted for the Hollywood Revitalization Plan, which found it potentially eligible for listing on the National Register of Historic Places (National Register), and as a result it was automatically listed in the California Register of Historic Places (California Register). However, following substantial building alterations to repair damage resulting from the 1994 Northridge earthquake, including replacement of the entire primary façade, the 2009 Historic Resources Survey completed for the Hollywood Redevelopment Plan Update concluded that the building was no longer eligible for listing on the National Register or California Register, although it remains on the California Register. The building is not listed in the City's Historic Cultural Monuments List.

The Project Site is generally flat, with a gentle slope of less than two percent to the south and an average elevation of approximately 390 feet above mean sea level. Landscaping is limited to seven ornamental palm trees on the surface parking lot. Six street trees, including four mature Washington fan palms and two hollyleaf cherry trees, are planted along the Project Site's Hollywood Boulevard frontage. The interior parking lot is enclosed by an eight-foot tall chain-link fence.

D. EXISTING PLANNING AND ZONING

The Project Site is located within the Hollywood Community Plan Area. The 1988 Hollywood Community Plan designates the Site as High Density Residential;[1] the majority of parcels lining Hollywood Boulevard between the Hollywood Freeway and Western Avenue are similarly designated. This land use designation corresponds to the [Q]R5-2 zone (Multiple Dwelling Zone, Height District 2). Within this zoning designation,

[1] *On April 2, 2014, the 2012 Hollywood Community Plan Update and its implementing Ordinance 182,173 were rescinded and the City reverted to the 1988 Hollywood Community Plan and the zoning regulations that existed immediately prior to June 9, 2012 (the date of adoption of the 2012 Hollywood Community Plan Update and ordinance).*

PCR

N

0 500 1,000 Feet

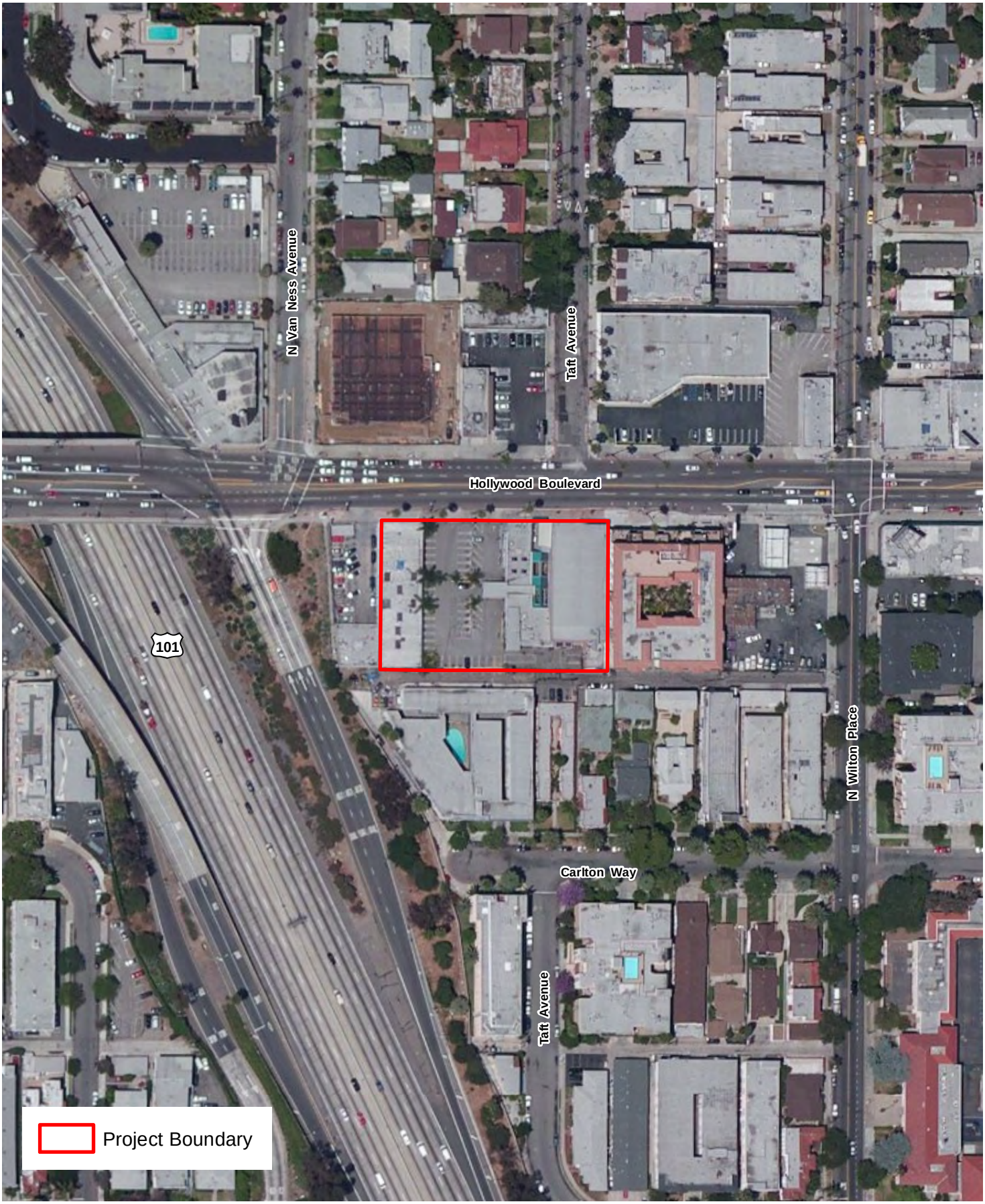
Regional and Vicinity Map

5750 Hollywood Boulevard Project

Source: ESRI Street Map, 2009; PCR Services Corporation, 2014.

FIGURE

A-1



PCR

N

0 75 150 Feet

Aerial Photograph of Project Site and Vicinity

5750 Hollywood Boulevard Project

Source: ESRI Street Map, 2009; PCR Services Corporation, 2014.

FIGURE

A-2

PCR

N

Existing On-Site Development (Oblique View)

5750 Hollywood Boulevard Project
Source: Carrier Johnson + Culture, 2014.

FIGURE
A-3

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"R5" denotes a maximum density of one unit per 200 square feet of lot area. The "2" portion of the designation denotes that the Project Site is subject to the development limitations of Height District 2, which allows unlimited building heights and a maximum floor area ratio (FAR) of 6:1. However, the Vermont/Western Transit-Oriented District Specific Plan (Specific Plan) restricts the height of the Project to 75 feet and the FAR to 3.0:1, exclusive of any density bonuses available for the provision of affordable housing pursuant to Los Angeles Municipal Code (LAMC) Section 12.25.A. The "[Q]" portion of the zoning refers to site-specific "Qualified Conditions" that are more restrictive than the underlying zoning, pursuant to Ordinance No. 165,664. For the Project Site, the [Q] condition limits residential density to that permitted in the R4 zone (i.e., one unit per 400 square feet of lot area).

The Project Site is located in Subarea C (Community Center) of the Specific Plan. Section 9.A of the Station Neighborhood Area Plan allows uses permitted in the R4 Zone on any lot located within Subarea C. The Specific Plan restricts the height of mixed-use buildings in Subarea C to 75 feet; roofs and rooftop structures may be 85 feet in height, provided they meet setback and screening provisions.

The Project Site is also located within the Hollywood Redevelopment Plan Area, a Los Angeles State Enterprise Zone, and an Adaptive Reuse Incentive Area.

E. DESCRIPTION OF THE PROPOSED PROJECT

1. Development Program Summary

The Project would redevelop the Site with a mixed-use development housing 161 dwelling units, including market-rate and affordable housing, five live/work lofts that include ground-level retail space fronting on Hollywood Boulevard, and private open space and recreational amenities for the use of residents. The Project may be marketed as rental apartments or for-sale condominiums, however the proposed number of dwelling units would not change, and the overall floor area would be substantially the same under both options. The maximum floor area would be approximately 172,800 square feet. Structured parking for all on-site uses, totaling 271 automobile parking spaces and 96 bicycle parking spaces, would be provided within two subterranean levels and an at-grade level enclosed by the building. Development of the Project would involve demolition of the two on-site buildings and surface parking lot, and may involve vacation of one-half of the 10'-6"-wide alley south of the Project Site, along the site's 265-foot alley frontage. The proposed FAR would be 3.60:1. Proposed uses are summarized in **Table A-1**, *Proposed Development Program Summary*, and described in more detail below.

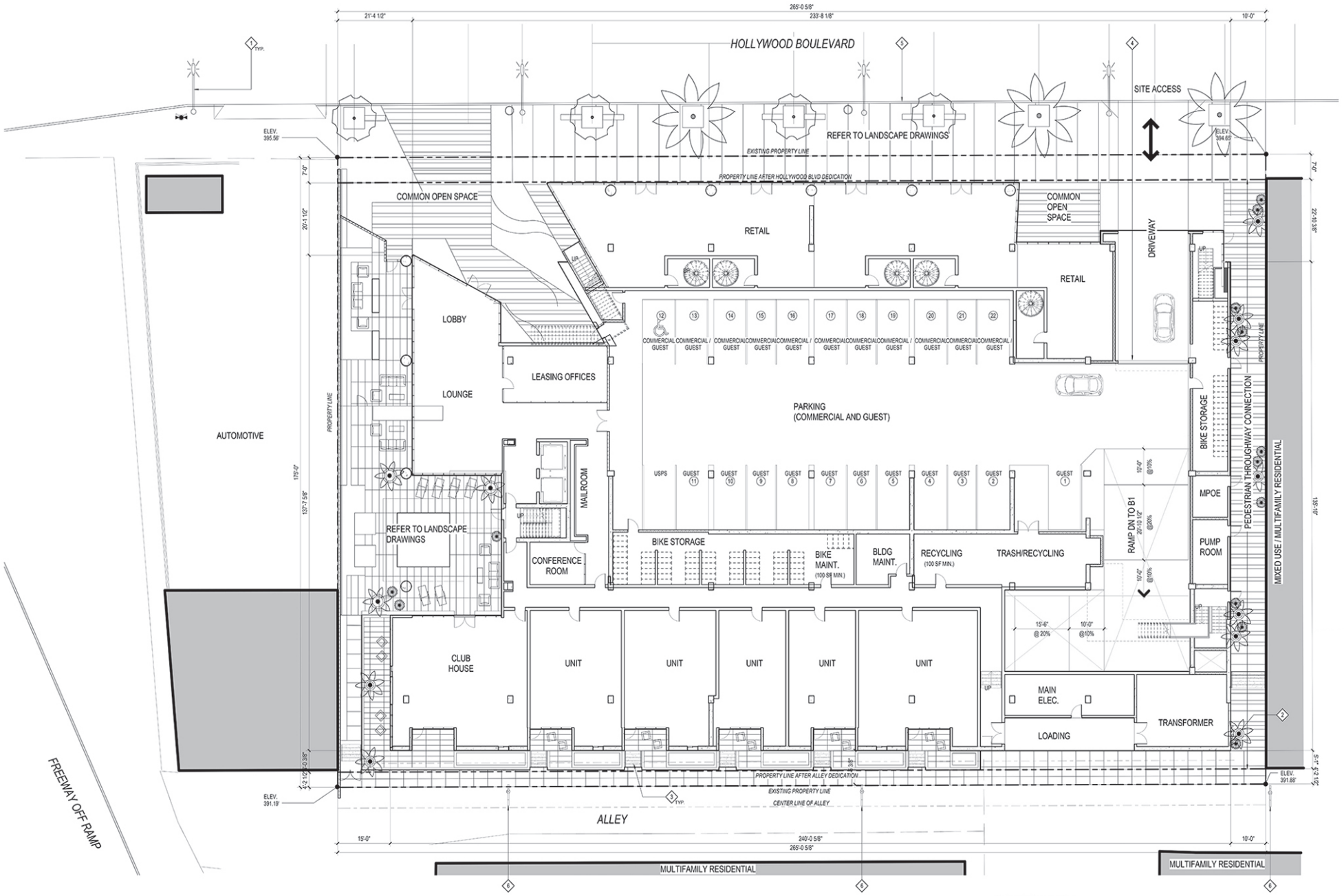
The locations of key Project components are shown on **Figure A-4**, *Conceptual Site Plan,* and **Figures A-5 through A-7***, Conceptual Landscape Plans* for the ground level, podium (third) level, and rooftop, respectively. Renderings of the Project from key off-site vantages are illustrated in **Figure A-8**, *Conceptual Building Design from Hollywood Boulevard (Oblique View)*, **Figure A-9**, *Conceptual Building Design from Hollywood Boulevard (Street Level),* **Figure A-10**, *Conceptual Building Design from US 101 Freeway*, and **Figure A-11**, *Conceptual Building Design from US 101 Freeway Northbound Off-Ramp.*

Table A-1
Proposed Development Program Summary

Use	Unit
Project Site Area [a]	47,919 sf (1.10 ac)
Buildable Area [b]	46,384 sf
Total Floors	7 aboveground stories 2 subterranean parking levels
Building Height (top of roof structures)	86 feet above grade
Floor Area	
- Residential Floor Area	157,806 sf
- Ground-Floor Retail	5,747 sf
- Indoor Amenities [c]	5,946 sf
- Storage	2,536 sf
- Leasing	765 sf
Total Floor Area	**172,800 sf**
Parking/Utilities Area	99,429 sf
Total Building Area with Parking/Utilities	**272,229 sf**
- FAR [a]	3.73:1
Residential Dwelling Units	
- Studio	32 du
- One Bedroom	65 du
- Two Bedroom	46 du
- Lofts (One- and Two Bedroom)	13 du
- Live/Work or Shopkeeper Lofts (One- and Two-Bedroom)	5 du
Total Residential Dwelling Units	**161 du**
Open Space and Recreational Amenities [c]	
- Common Open Space for Project Residents	
+ Outdoor Open Space (Level 1)	4,274 sf
+ Indoor Amenities (Levels 1 and 2)	4,350 sf
+ Courtyard (Level 3)	5,290 sf
Total Common Open Space	**13,914 sf**
- Private Open Space for Project Residents	
+ Balconies and Terraces	4,450 sf
Total Open Space	**18,364 sf**
Automobile Parking Spaces (#)	
- Residential	231 spp
- Guest/Retail	40 spp
Total Automobile Parking Spaces	**271 spp**
Bicycle Parking Spaces (#) [d]	
- Residential	91 spp
- Retail	5 spp
Total Bicycle Parking Spaces	**96 spp**

[a] *Includes half of adjacent alley to the south; excludes parking/utilities*
[b] *Excludes half-alley*
[c] *SF indicated represents the area counted toward fulfilment of open space requirements per the Specific Plan and LAMC Section 12.21.G(a) and (b), including a maximum of 25 percent of indoor amenities; a maximum of 50 sf/unit for private balconies and terraces; and roof decks or terraces in their entirety, except the portion within 20 feet of the roof perimeter.*

Source: Carrier Johnson, January 2015.



PCR

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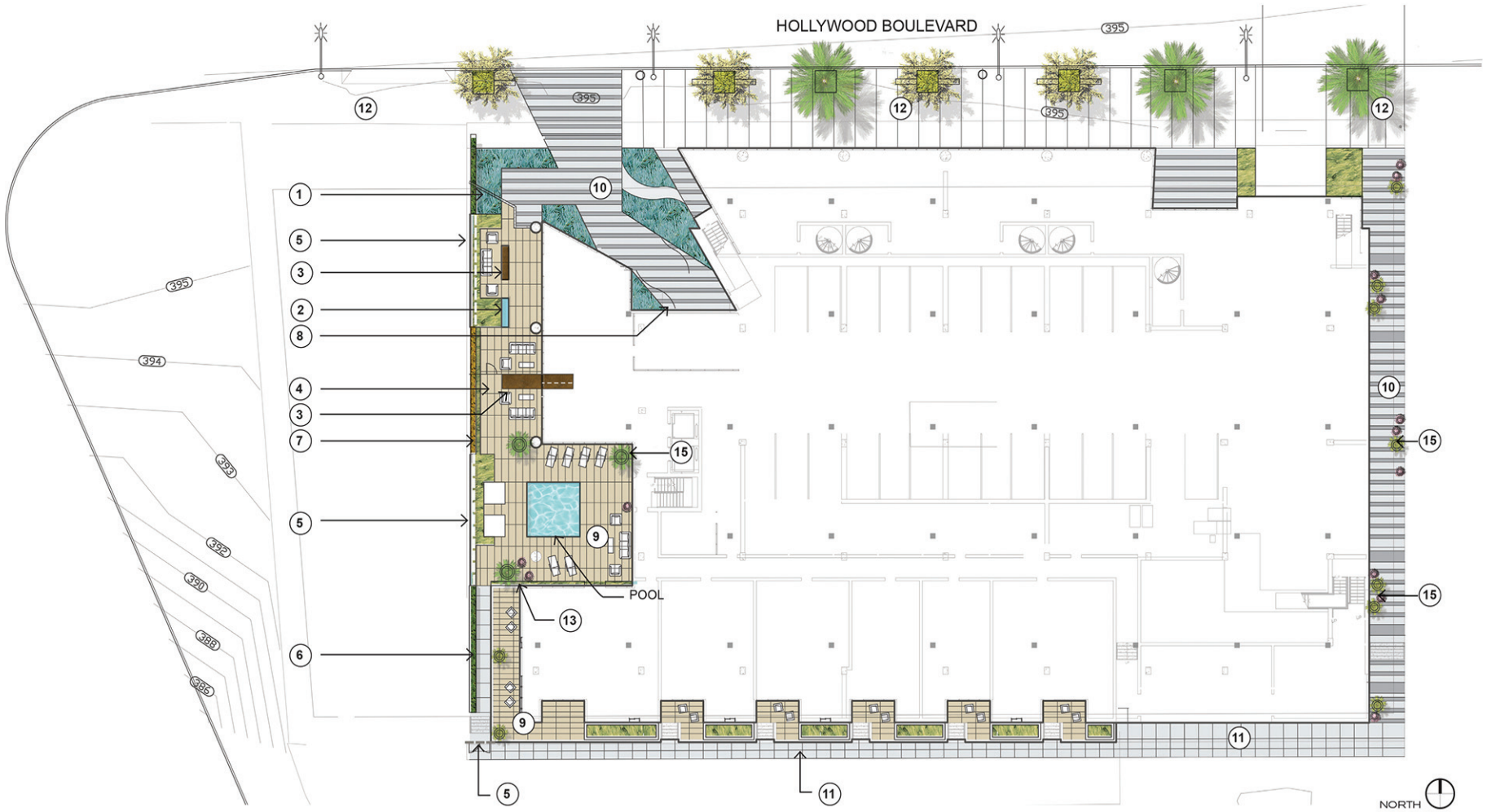
Conceptual Site Plan

5750 Hollywood Boulevard Project

Source: Carrier Johnson + Culture, 2014.

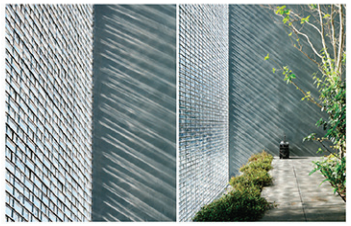
FIGURE

A-4



1 Blue Garden
2 Water Feature
3 Fire Place / Fire Pit
4 Pool Fence / Gate
5 Ornamental Security Fence
6 Green Hedge
7 Vine Cable Screen
8 Curtain
9 Precast Paving
10 Enhanced Colored Concrete Paving
11 Natural Grey Concrete
12 Natural Grey Concrete per City of LA Standard
13 Green Wall
14 Screen Wall
15 Precast Concrete Pots Agave Series By "Kornegay Design"



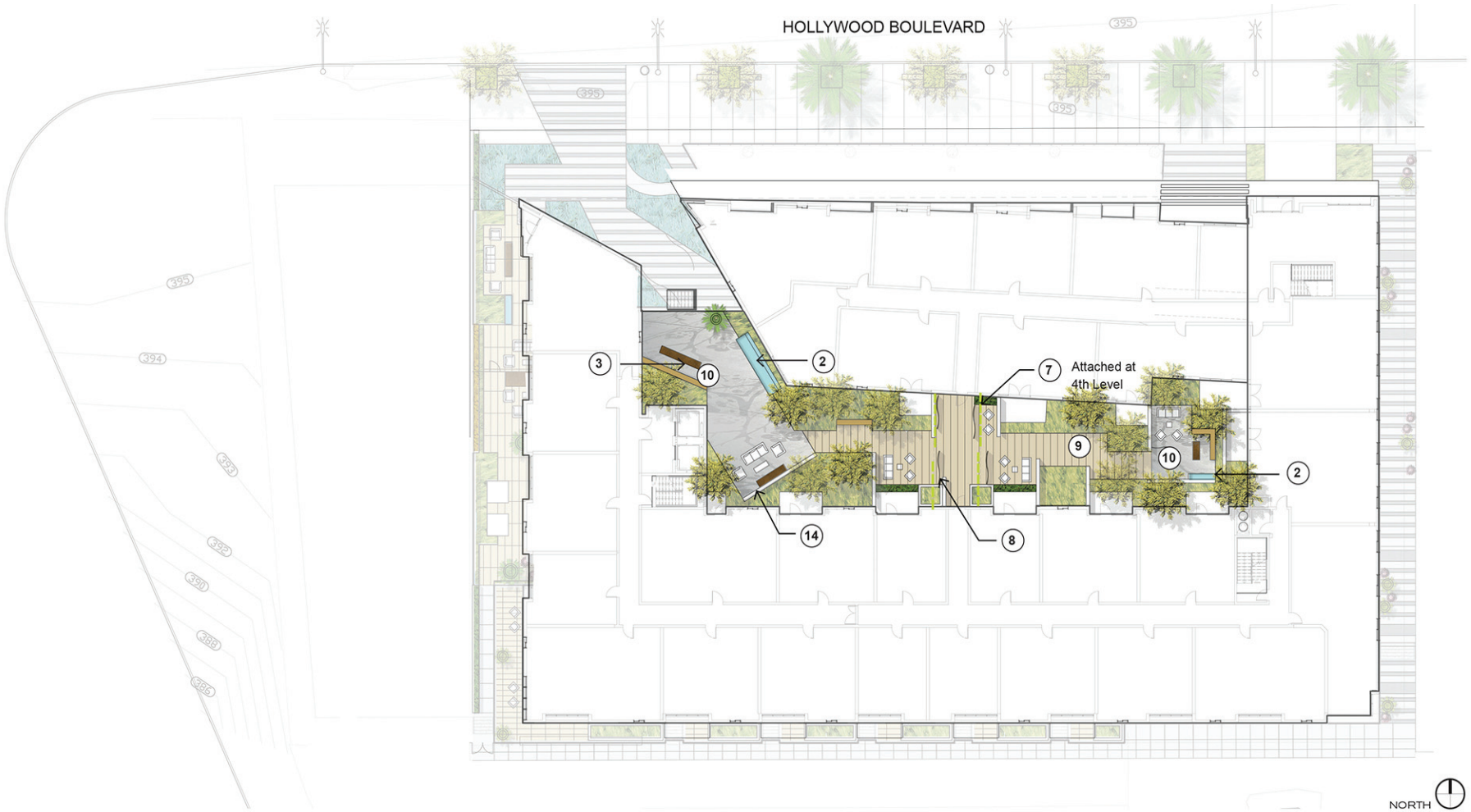


PCR

Conceptual Landscape Plan (Ground Level)

5750 Hollywood Boulevard Project
Source: Carrier Johnson + Culture; AHBE Landscape Architects, 2014.

FIGURE
A-5



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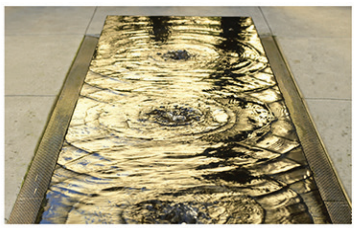
12 Natural Grey Concrete per City of LA Standard
13 Green Wall
14 Screen Wall
15 Precast Concrete Pots Agave Series By "Kornegay Design"





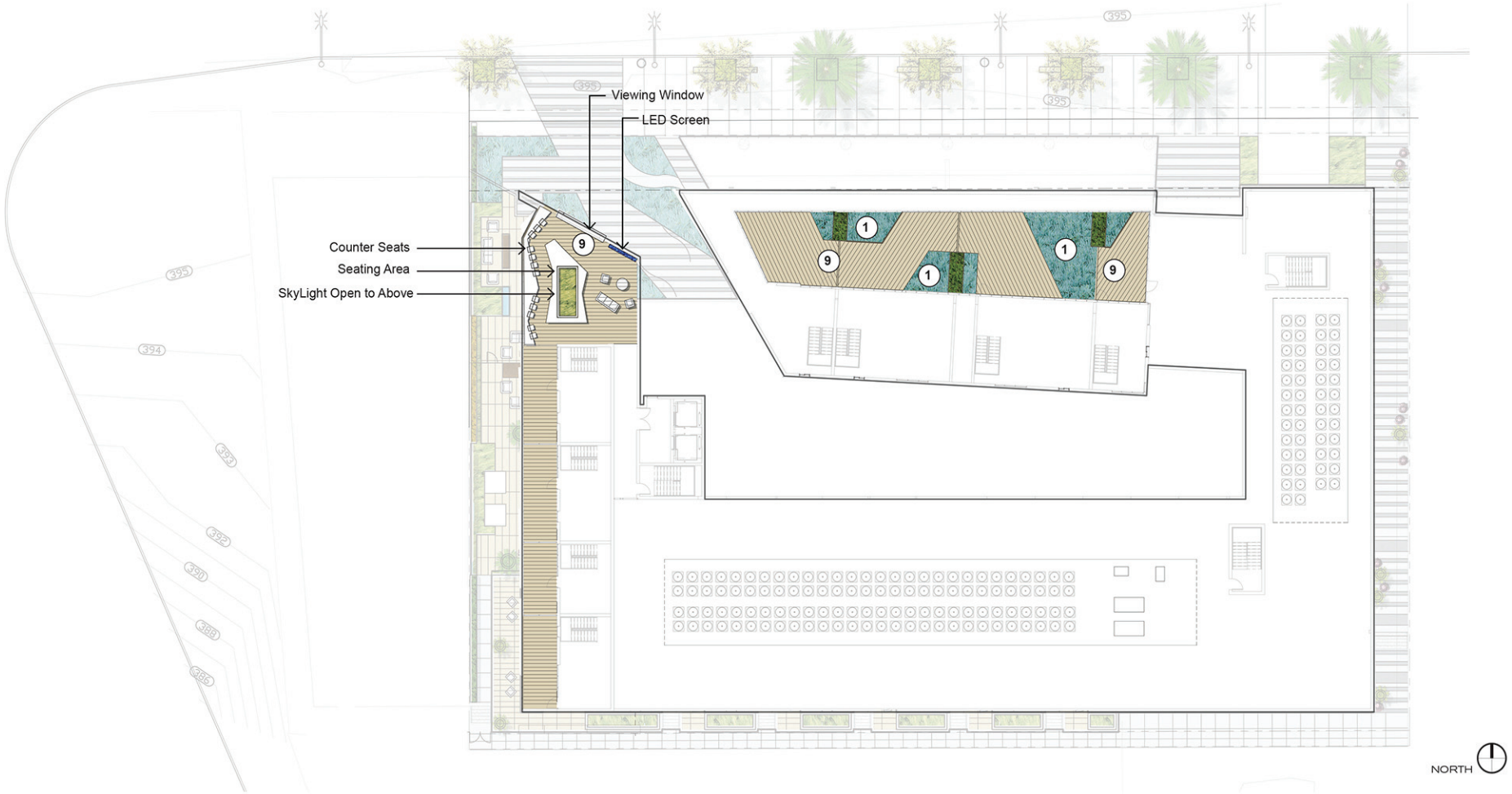
PCR

Conceptual Landscape Plan (Podium Level)

5750 Hollywood Boulevard Project

Source: Carrier Johnson + Culture; AHBE Landscape Architects, 2014.

FIGURE
A-6



1 Blue Garden
2 Water Feature
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4 Pool Fence / Gate
5 Ornamental Security Fence
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13 Green Wall
14 Screen Wall
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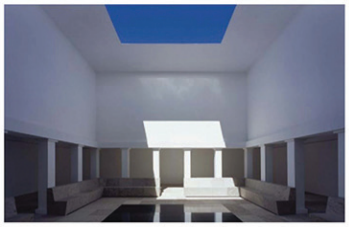


PCR

Conceptual Landscape Plan (Roof Level)

5750 Hollywood Boulevard Project
Source: Carrier Johnson + Culture; AHBE Landscape Architects, 2014.

FIGURE
A-7

PCR

Conceptual Building Design From Hollywood Boulevard (Oblique View)

5750 Hollywood Boulevard Project
Source: Carrier Johnson + Culture, 2015.

FIGURE
A-8

PCR

Conceptual Building Design from Hollywood Boulevard (Street Level)

5750 Hollywood Boulevard Project
Source: Carrier Johnson + Culture, 2014.

FIGURE
A-9

PCR

Conceptual Building Design from Hollywood Freeway

5750 Hollywood Boulevard Project
Source: Carrier Johnson + Culture, 2014.

FIGURE
A-10

PCR

Conceptual Building Design from Hollywood Freeway Northbound Off-Ramp

5750 Hollywood Boulevard Project
Source: Carrier Johnson + Culture, 2014.

FIGURE
A-11

2. Residential and Live/Work Uses

To provide a range of housing opportunities that accommodate a variety of lifestyles, the dwelling units would be designed in a variety of configurations and arranged around the central courtyard area. As indicated in Table A-1, the unit mix would include studio, one-bedroom, and two-bedroom units; 13 lofts; and five live/work lofts. The five live/work lofts would include second-floor living areas above ground-level retail space that would front on Hollywood Boulevard. The dwelling units would be provided on the first through the sixth floors, while the 13 lofts would be accommodated on the top (seventh) floor and would include private rooftop terraces. Fourteen (14) units would be designated as affordable housing.

(a) Affordable Housing Incentives

(i) Density Bonus

Pursuant to LAMC Section 12.22.A.25(c), the Project qualifies for a by-right residential density bonus of 35 percent over the otherwise allowable maximum density of the R5 zone in exchange for designating 11 percent of the 119 base permitted units for Very Low Income households.

The Project Site's [Q] condition limits residential density to one unit per 400 square feet of lot area, and pursuant to LAMC Section 12.22.C.16, one-half of the adjacent alley may be assumed to be a portion of the lot for purposes of calculating the allowable number of dwelling units. Using this ratio, 47,919 square feet of lot area would permit 119 "base" units.

The Project would be implemented in accordance with LAMC Section 12.22.A.5, which establishes a graduated density bonus for projects that include specified percentages of affordable housing. The Applicant proposes to set aside 11 percent of the 119 base units, or 14 units, for Very Low Income households, in exchange for a by-right 35 percent density bonus. With the 35 percent density bonus, 42 additional units would be permitted, for a total of 161 dwelling units.[2]

(ii) Menu Incentives

LAMC Section 12.22.A.25(f) provides a Menu of Incentives available to residential projects that include affordable housing. Two on-Menu Incentive items are requested for the Project. The first is an allowable FAR increase equivalent to the percentage of the density bonus for which the project is eligible, in this case 35 percent. Under the Station Neighborhood Area Plan, mixed-use projects are restricted to a maximum FAR of 3.0:1. Under this incentive, a 35 percent floor area increase, to 4.05:1, may be requested for the Project. As indicated in Table A-1, Proposed Project Summary, the Project proposes a FAR of 3.73:1, which is less than the maximum FAR permitted by this incentive.

The second requested On-Menu Incentive is an 11-foot increase in maximum building height, which is equal to the percentage of base units to be set aside as affordable housing (11 percent). The Station Neighborhood Area Plan restricts mixed-use development in Subarea C to a maximum building height of 75 feet; the Project proposes a maximum building height of 86 feet.

[2] *47,919 square feet of lot area/400 square feet = 119.80 base permitted units. 119.80 base permitted units x 1.35 density bonus = 161.73 (rounded down to 161), and 119.80 base permitted units x 11 percent = 13.18 affordable units (per LAMC Section 12.22.A.2(c)(7), fractional unit counts are rounded up to the next whole number, in this case 14, when calculating restricted affordable units).*

These incentives are requested to expand the building envelope to accommodate the affordable units while allowing the average unit size to remain consistent with that otherwise permitted by the Station Neighborhood Specific Plan in the absence of the density bonus. Except for the by-right density bonus and on-Menu Incentives that may be granted pursuant to LAMC Section 12.22.A.25, the Project has been designed to be consistent with the provisions of the Station Neighborhood Area Plan, LAMC, and Hollywood Community Plan.

3. Project Design and Architecture

The Project's design is intended to visually reflect its Hollywood setting and to create physical, social, and visual connections to the surrounding environment through the incorporation of variations in building massing, articulation, and surface treatments. The building is primarily oriented towards Hollywood Boulevard, with an articulated façade intended to activate the pedestrian environment, to create visual interest for passing motorists, and to serve as a gateway presence for motorists entering East Hollywood from the Hollywood Freeway or Hollywood's commercial center to the west. The Hollywood Boulevard elevation incorporates large expanses of clear glazing at street level to delineate the live/work units, as well as a 10-foot building stepback above the ground floor. The building also provides visual and physical access to the Project Site's interior at the northwest corner of the building (the East Hollywood gateway to the Project Site) for pedestrians and motorists approaching from downtown Hollywood and the Hollywood Freeway.

The building's Hollywood Boulevard and western elevations also incorporate contrasting materials such as perforated metal panels, ceramic tile, projecting balconies, and the alternating expanses of black-and-white and color, to break up the overall building mass as viewed from the street and freeway, to incorporate contemporary elements, and to provide visual references to Hollywood's filmmaking heritage. The building elevations are also delineated with a variety of building materials, clear glazing, and projecting balconies to provide views for Project residents and visual appeal from off-site vantages to the south and east.

4. Open Space and Recreational Amenities

The Project would provide publicly accessible, landscaped open space along Hollywood Boulevard facing Taft Avenue (the Taft gateway to the Project Site), where the building façade is set back to accommodate outdoor café seating. Additional publicly accessible open space would be provided in a pedestrian throughway along the eastern Project Site perimeter, connecting Hollywood Boulevard to the alley adjacent to the Site.

Approximately 18,000 square feet of common and private open space and recreational amenities would be provided for use by Project residents. Common outdoor open space would include a street-level pool and spa courtyard along the western edge of the Project Site; an internal podium (third level) courtyard; and a rooftop terrace that would offer panoramic views of the Hollywood Sign and western Hollywood. Private outdoor open space would include ground-level patios, upper-floor balconies, and rooftop terraces associated with individual dwelling and loft units. Indoor common space/recreational amenities would include a clubhouse, lounge and lobby, conference room, business center, media room, games room, and fitness center.

5. Landscaping

A landscape plan including decorative hardscape elements, furnishings and other amenities, and plantings to enhance the Project Site and Hollywood Boulevard streetscape would be implemented as part of the Project, which is illustrated in Figure A-5, previously referenced. The street-level courtyard, or East Hollywood gateway, near the building lobby and the adjacent pool and spa courtyard for resident use would be landscaped to enhance their appearance and utility, with the western edge screened by ornamental security fencing, hedges, and vines on guide cables. Amenities are anticipated to include decorative paving, seating, fire pits, and themed garden planters. Landscaping of the Taft gateway publicly accessible open space area along Hollywood Boulevard would feature decorative concrete paving, an ornamental security fence, planters, and potentially café seating. The remainder of the Project's Hollywood Boulevard frontage would be replanted with street trees in compliance with LAMC street tree requirements.

The podium-level courtyard would incorporate decorative paving, seating areas, water features, and landscaping including green hedges, vines on guide cables, and green walls or screen walls, to enhance the space and views from dwelling units on upper floors, which is depicted in Figure A-6. Resident access to the podium-level courtyard would be provided through internal corridors and a controlled-access stairway leading up from Hollywood Boulevard. The rooftop terrace may feature decorative paving, seating areas, and planters, which is depicted in Figure A-7. Private patios behind the dwelling units facing the alley south of the Project Site would include precast paving, green hedges or screen walls, and vines covering security fencing along the Project Site perimeter. Landscaping would consist of drought-tolerant plants and landscaping would be irrigated using a water-efficient (e.g., drip-style) system.

6. Vehicle Access and Circulation, Parking, and Bicycle Amenities

As shown in Figure A-4, vehicle access to the Project Site would be provided via a single ingress/egress driveway on Hollywood Boulevard along the Site's eastern boundary. The driveway would provide access to the at-grade and subterranean parking levels. As shown in Table A-1, the Project would provide a total of 271 parking spaces. A recessed loading area would be provided near the southeastern corner of the building and accessed from the adjacent alley.

Pedestrian access to the Project Site from Hollywood Boulevard would be provided by the East Hollywood gateway courtyard in the northwest corner of the Project Site, which would provide access to the ground-level residential lobby/amenities and retail/guest parking spaces. Retail uses, including the ground-level "work" portions of the five live/work or shopkeeper lofts would be accessed through retail storefronts on Hollywood Boulevard. A mid-block pedestrian passage from Hollywood Boulevard to the alley would be provided along the eastern edge of the Project Site. Internal circulation between the upper-level floors would be accommodated through the provision of bridges spanning the interior courtyard.

The Project would include bicycle amenities to serve Project residents as well as visitors to the Project Site. These amenities would be provided pursuant to the City of Los Angeles Bicycle Ordinance and would include up to 96 bicycle stalls and a 100-square-foot area for bicycle maintenance. Bicycle parking spaces would be accommodated in the at-grade parking level and would be accessible through the East Hollywood gateway from Hollywood Boulevard.

7. Lighting and Signage

New Project Site signage would include building identification, wayfinding, and security markings. Commercial signage would be similar to other existing streetfront commercial signage in the Project vicinity, and no off-site signage is proposed. Pedestrian areas would be well-lighted for security. Accent lighting is also proposed. Any pole-mounted light fixtures located on-site or within the adjacent public rights-of-way would be shielded and directed towards the areas to be lit and away from adjacent sensitive uses.

8. Site Security

The Project would incorporate design features to ensure the safety of site visitors. Security measures would include controlled access to residential area to assist in crime prevention efforts and to reduce the demand for police protection services. The Project Site would be well-illuminated by security lighting in entryways, public areas, and parking facilities. Security would also include the provision of a 24-hour video surveillance system at key locations.

9. Sustainability Features

Project design would comply with the Los Angeles Green Building Code, which builds upon the 2010 California Green Building Code (CalGreen). The Project has also been designed with a central-courtyard-style design to maximize daylight and natural ventilation. Additional Project design features that would contribute to energy efficiencies may include, but are not limited to: the use of materials and finishes that emit low quantities of volatile organic compounds, or VOCs; the installation of heating, ventilation, and air conditioning (HVAC) systems that utilize ozone-friendly refrigerants; high-efficiency appliances, radiant roof barriers; low-albedo paving; stormwater retention; and the incorporation of water conservation features; and the provision of bicycle parking and other amenities for cyclists. In order to encourage carpooling and the use of low-emitting vehicles by employees, the Project would provide preferential commercial parking for electric and hybrid vehicles and Zero Emission Vehicles (ZEV), Partial Zero Emission Vehicles (PZEV), and Ultra-Low-Emission Vehicles (ULEV). At least five percent of the proposed parking spaces, or 14 spaces, would include infrastructure to support future electrical vehicle supply equipment, or charging stations. On-site recycling facilities would be provided pursuant to LAMC requirements.

10. Anticipated Construction Schedule

Project construction would take place in a single phase and is anticipated to begin in approximately January 2016, pending Project approval, with Project occupancy projected for June 2018. To provide for the new development, approximately 31,206 cubic yards of soil would be excavated, all of which is expected to be exported off-site.

F. ANTICIPATED PROJECT APPROVALS

It is anticipated that approvals required for the proposed Project would include, but may not be limited to, the following:

- Certification of Final EIR;
- Site Plan Review;

- Project Permit Compliance with the Vermont/Western Transit Oriented District Specific Plan;
- Density Bonus Compliance pursuant to LAMC Section 12.22.A.25;
- On-Menu Incentive for Floor-Area Ratio Increase pursuant to LAMC Section 12.22.A.25;
- On-Menu Incentive for Height Increase pursuant to LAMC Section 12.22.A.25;
- Vesting Tentative Tract Map;
- Vacation of the half-width of the alley south of the Project Site, along the site's alley frontage;
- Demolition permits;
- Haul Route approval;
- Grading, excavation, foundation, and associated building permits; and
- Other entitlements and approvals as deemed necessary, as required by the City to implement the Project.

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 will 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 the topics will be addressed in an EIR with conclusions regarding impact significance reached as part of the EIR analysis.

I. AESTHETICS

Would the project:

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

Potentially Significant Impact. The Project Site is located within the urbanized Hollywood community. Distinct visual resources in the greater Project vicinity include the Hollywood Sign (a City-designated Cultural-Historic Monument), the Hollywood Hills, and several older buildings that may be historically or culturally significant in the Project vicinity. The Hollywood Hills are visible to the north of the Project Site and the Hollywood Sign is located in the Hollywood Hills approximately 2 miles to the north. The Hollywood Hills and the Hollywood Sign are visible from taller buildings and through some north-south street corridors.

The Project Site is currently improved with a surface parking lot and two low-rise buildings. The maximum developed floor area of the proposed building under the Project would be approximately 172,800 square feet (less parking/utilities), with the construction of a seven-story building with a height of 86 feet above grade. A four-story mixed residential building, with several upper story units of which have west-facing views across the Project Site, occupies the adjacent property to the east of the Project Site. In addition, a three-story residential building occupies the adjacent property to the south and has north-facing views across the Project Site. Because the Project would be greater in height than existing adjacent buildings, it would be visually prominent from these buildings and could potentially affect their views, although private views are not regulated in the City of Los Angeles. In addition, the Project Site grade level is higher in elevation than the adjacent Hollywood Freeway (which passes beneath Hollywood Boulevard) and proposed development on the Project Site would be briefly visible to motorists on the freeway in the Project vicinity. Therefore, it is recommended that this topic be analyzed further in an EIR.

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?

Potentially Significant Impact. The Project Site is not located within a designated City or State scenic highway or associated view corridor. In addition, the Project Site does not contain trees or rock outcroppings that contribute to locally desirable aesthetic natural features, or other aesthetic resources. As discussed under Checklist Question V.a, the one-story building on the western end of the Project Site was surveyed as a potential historic resource in the 1979 Historic Resources Survey for the Hollywood

Revitalization Plan, which found it potentially eligible for listing on the National Register of Historic Places (National Register). The building was automatically listed in the California Register of Historic Places (California Register). However, following substantial building alterations to repair damage resulting from the Northridge Earthquake, including replacement of the primary façade, the 2009 Historic Resources Survey completed for the Hollywood Redevelopment Project Area concluded that the building was no longer eligible for listing on the National Register or California Register. The building is not listed in the City's Historic Cultural Monuments List. In addition, immediately surrounding properties do not contain locally desirable natural features. Therefore, the construction and operation of the Project would not affect locally desirable natural features or historic buildings visible from designated scenic highways. However, it is recommended that the potential for impacts on historic resources be analyzed further in an EIR.

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

Potentially Significant Impact. The existing visual character of the Project Site consists of a vacant parking lot and two vacant low-rise commercial buildings. The Project would develop the Project Site with a seven-story mixed-use building. Because the proposed development would alter the visual character of the Project Site and its surroundings by introducing a new building and increasing development density in the Project vicinity, it is recommended that this topic be analyzed further in an EIR.

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 is located in the urbanized Hollywood community, which is characterized by medium to high ambient nighttime light levels. At night, surrounding development typically generates moderate to high levels of interior and exterior lighting for security, parking, signage, architectural lighting, and landscaping/decorative purposes. Street lights and traffic on local streets and the nearby Hollywood Freeway also contribute to relatively high ambient light levels in the area. The Project would contribute to ambient nighttime illumination as the Project's new architectural lighting, security lighting, and illuminated signage is expected to increase light levels over existing conditions. Some Project lighting may be visible from nearby off-site vantages, including the residential uses east of the Project Site. In addition, the Project would introduce new building surface materials to the Project Site with the potential to generate glare. Therefore, it is recommended that this topic be analyzed further in an EIR.

Shading impacts are influenced by the height and bulk of a structure, the time of year, the duration of shading during the day, and the proximity of shade-sensitive land uses, or receptors. While the low-to-mid density commercial development along Hollywood Boulevard is not considered shade-sensitive, the Project vicinity includes a number of low- and medium-density residential uses, which are considered shade-sensitive receptors. As the Project would increase the height and massing of on-site development in the potential area of shading for these receptors, it is recommended that this topic be analyzed further in an EIR.

II. AGRICULTURE AND FOREST RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. 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 is not located on designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program.[1] Therefore, the Project would not convert Farmland to non-agricultural uses. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

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

No Impact. The Project Site is designated Commercial Center in the Vermont/Western Transit Oriented District Specific Plan (Specific Plan) and is zoned [Q]R5-2, which also allows high-density uses by right. Agricultural uses are not permitted within the R5 zone, and the Project Site is not enrolled in a Williamson Act contract. Further, no agricultural zoning is present in the surrounding area, and no nearby lands are enrolled under the Williamson Act. Therefore, the Project would not conflict with existing zoning for agricultural use or a Williamson Act contract and no impact would result. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

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

No Impact. As described under Checklist Question II.b, the Project Site is zoned for high-density residential uses. The urbanized area surrounding the Project Site is similarly zoned for residential and commercial uses. Therefore, the Project would not conflict with existing zoning or cause the rezoning of forest land, timberland, or timberland production land, and no impact would result. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

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

No Impact. The Project Site is located within a built-out, urbanized area and no forest lands exist in the Project vicinity. Therefore, the Project would have no impact on forest lands. No mitigation measures are required and no further analysis of this topic in an EIR is recommended

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. No agricultural resources or operations currently exist on or near the Project Site, which is located in the highly urbanized Hollywood community of the City of Los Angeles. Therefore, the Project

[1] *California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Important Farmland in California Map 2010 and Los Angeles County Williamson Act Map 2011-2012.*

would not involve changes in the existing environment that would result in the conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use, and no impact would result. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

III. AIR QUALITY

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 result in:

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

Potentially Significant Impact. The Project Site is located within the 6,600-square-mile South Coast Air Basin (Basin). The South Coast Air Quality Management District (SCAQMD), together with the Southern California Association of Governments (SCAG), is responsible for formulating and implementing air pollution control strategies throughout the Basin. The Congestion Management Plan for Los Angeles County, prepared by the County Transportation Commission, is reviewed by SCAG, and integrated into the Regional Transportation Plan through SCAG's regular update cycle. The CMP interlinks with and is consistent with the SCAQMD Air Quality Management Plan (AQMP). The current AQMP was adopted December 7, 2012 and outlines the air pollution control measures needed to meet Federal particulate matter ($PM_{2.5}$) standards by 2015 and ozone (O_3) standards by 2024. The AQMP also proposes policies and measures currently contemplated by responsible agencies to achieve Federal standards for healthful air quality in the Basin that are under SCAQMD jurisdiction. In addition, the current AQMP addresses several Federal planning requirements and incorporates updated emissions inventories, ambient measurements, meteorological data, and air quality modeling tools from that included in earlier AQMPs.

The Project would support and be consistent with several key policy directives set forth in the AQMP. For example, the Project would provide for new residential uses in proximity to commercial and entertainment activities, locate new development in proximity to existing transit facilities including access to a nearby subway station, and would redevelop a property already served by existing infrastructure. Notwithstanding these attributes, the Project would increase the amount of traffic in the area and consequently would generate operational air emissions that could affect implementation of the AQMP. Pollutant emissions resulting from Project construction also have the potential to affect implementation of the AQMP. Therefore, it is recommended that this topic be analyzed further in an EIR.

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

Potentially Significant Impact. As indicated under Checklist Question III.a, the Project Site is located within the Basin, which is characterized by relatively poor air quality. State and Federal air quality standards are often exceeded in many parts of the Basin, with Los Angeles County among the highest of the counties that comprise the Basin in terms of non-attainment of the standards. The Basin is currently in non-attainment for O_3 and $PM_{2.5}$ of Federal and State air quality standards. As discussed under Checklist Question III.a, the Project would result in increased air emissions associated with construction and operation. Therefore, it is recommended that this topic be analyzed further in an EIR.

c. Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment (ozone, PM_{10}, and $PM_{2.5}$) under an applicable Federal or State ambient air quality standard?

Potentially Significant Impact. As discussed under Checklist Question III.a, the Project would result in increases in air emissions from construction and operation in a Basin that is currently in non-attainment of Federal and State air quality standards for O_3 and $PM_{2.5}$. Therefore, it is recommended that this topic be analyzed further in an EIR.

d. Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. The Project is located in a mixed-use area with residential uses and other sensitive receptors in proximity to the Project Site. Construction activities and operation of the proposed uses could increase air emissions above current levels, potentially affecting nearby sensitive receptors. Additionally, the Project would itself constitute a sensitive receptor with respect to exposure to pollutants associated with the nearby Hollywood Freeway, which is approximately 200 feet to the west. Therefore, it is recommended that this topic be analyzed further in an EIR, including preparation of a Health Risk Assessment.

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

Less Than Significant Impact. Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes. Odors are also associated with such uses as sewage treatment facilities and landfills. The Project involves the development of residential and retail uses, and would not introduce any major odor-producing uses that would have the potential to affect a substantial number of people. Only limited odors associated with Project operation would be generated by on-site waste generation and disposal (e.g., trash cans or dumpsters), and the use of certain cleaning agents, all of which would be consistent with surrounding land uses. On-site trash receptacles would be covered and properly maintained in a manner that promotes odor control. In addition, activities and materials associated with construction would be typical of construction projects of similar type and size. Any odors that may be generated during construction of the Project 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. Impacts with regard to odors would be less than significant. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

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 Game or U.S. Fish and Wildlife Service?

No Impact. The Project Site is located in a urbanized area and is occupied by the existing commercial buildings and paved surface parking. Existing vegetation on the Project Site is ornamental in character and consists of seven mature queen palm trees. Street trees in the sidewalk along Hollywood Boulevard adjacent to the Project Site consist of four Mexican fan palms and two young evergreen pear trees. Because of the

developed and/or paved character of the Project Site and limited vegetation along this area of Hollywood Boulevard, the Project Site and surrounding area do not support habitat for candidate, sensitive, or special status species. Therefore, no impacts to candidate, sensitive, or special status species would occur. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

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 Game or U.S. Fish and Wildlife Service?

No Impact. As discussed under Checklist Question IV.a, the Project Site and surrounding area are located in an urban environment. The Project Site does not contain any riparian habitat or other sensitive natural communities as indicated in the City or regional plans or in regulations by the California Department of Fish and Wildlife (CDFW) or US Fish and Wildlife Service (USFWS). Furthermore, the Project Site is not located in or adjacent to a Significant Ecological Area (SEA) as defined by the City of Los Angeles.[2] Therefore, the Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

c. Have a substantial adverse effect on Federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. The Project Site is located in an urban area that has been paved or develop since the 1920s and 1930s (existing structures were constructed in 1924 and 1936, respectively). The surrounding area is also developed. The Project Site is not located within the vicinity of any water courses, is not located within a designated flood zone, and does not contain any wetlands as defined by Section 404 of the Clean Water Act. Therefore, the Project would not have an adverse effect on Federally protected wetlands. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

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?

No Impact. As stated under Checklist Question IV.a, the Project Site is located within a fully urbanized setting and contains commercial buildings and paved hardscape areas. Because of the urban nature of the Project Site and surrounding area, the lack of water bodies and natural habitat in the area, as well as the limited number of trees, the Project Site does not contain substantial habitat for native resident or migratory species, or native nursery sites. Therefore, the Project would not interfere 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 nursery sites. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

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

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. There are several ornamental trees located within the Project Site's paved parking lot and along the public street frontage facing the Project Site. No locally protected biological resources, such as oak trees or California walnut woodlands, or other trees protected under the City of Los Angeles Protected Tree Ordinance (Chapter IV, Article 6 of the Los Angeles Municipal Code[LAMC]), exist on the Project Site. The Project would incorporate a landscape plan, which would include the planting of approximately seven street trees, as well as new shrubs and groundcover at Project entrances. The replacement of street trees is in accordance with the City of Los Angeles Street Tree Ordinance. The Project's landscaping program would also provide ornamental trees at the ground-level pool area and on the podium-level courtyard. The number of ornamental trees proposed would exceed those currently in place on the Project Site. However, standard City Regulatory Compliance Measures IS-1 and IS-2 are recommended below to ensure that a plot plan demonstrating a minimum 1:1 replacement ratio of existing significant trees is submitted to the City prior to the issuance of any permit. All other landscaping components would comply with all LAMC requirements. Therefore, the Project would not conflict with local policies or ordinances protecting biological resources. Implementation of standard City Regulatory Compliance Measures IS-1 and IS-2 below would ensure impacts are less than significant. No further analysis of this topic in an EIR is recommended.

Regulatory Compliance Measure:

Regulatory Compliance Measure IS-1: Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way.

Regulatory Compliance Measure IS-2: All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Net, new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.

f. Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan?

No Impact. As discussed under Checklist Question IV.a, the Project Site is located within an established urbanized environment and does not provide habitat for any sensitive biological resources. The Project Site is not located within a habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan. Therefore, the Project would not conflict with the provisions of any adopted conservation plan. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

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. The Project Site contains existing ca. 1920s-1930s improvements. The existing 8,750-square-foot building on the west side of the Project Site (5766 Hollywood Boulevard) was designed by the architectural firm of Morgan, Walls & Clements and constructed in 1924 as an automobile showroom. The building was surveyed as part of the 1979 Historic Resources Survey for the Hollywood Revitalization Plan, which found it potentially eligible for listing on the National Register. The building was automatically listed in the California Register and given a status code of 2S2 (Individual property determined eligible for National Register by a consensus through Section 106 process) in the California Historic Resources Inventory. The building is not listed in the City's Historic Cultural Monuments List.

However, following substantial building alterations to repair damage resulting from the Northridge Earthquake, including replacement of the entire primary façade, subsequent historic resource inventories, most recently the 2009 Historic Resources Survey completed for the Hollywood Redevelopment Plan Update, concluded that the building is no longer eligible for listing on the National Register or California Register. Nonetheless, once a status code is determined by consensus of the California Office of Historic Preservation (OHP) and a federal agency, in this case the Federal Emergency Management Agency, it cannot be changed without consent from the OHP. Because 5766 Hollywood Boulevard remains listed on the California Register, it is recommended that impacts on historic resources be analyzed further in an EIR.

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

Less than Significant Impact. The Project Site is located within an urban setting and the entire Site has been subject to disruption over the years. The Project Site currently contains two commercial buildings and a paved parking lot. Thus, surficial archaeological resources that may have existed at one time have likely been previously disturbed. However, the Project proposes excavation for subterranean parking and building foundations that would extend into native soils, and excavation has the potential to uncover previously unknown resources. Given that the Project would require grading and excavation to a greater depth than previously occurred on the Project Site, the possibility exists that archaeological artifacts not previously encountered may be encountered, which is a potentially significant impact. In the event of the discovery of previously unknown archaeological resources during construction, implementation of standard City Regulatory Compliance Measure IS-3 below would reduce impacts to a less than significant level. No further analysis of this topic in an EIR is required.

Regulatory Compliance Measure:

Regulatory Compliance Measure IS-3: Prior to the issuance of any grading, excavation, or ground disturbance permit, the Applicant shall execute a covenant acknowledging and agreeing to comply with all the terms and conditions established herein which shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement form CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to the Development Services Center for approval before being recorded. After recordation, a

certified copy bearing the Recorder's number and date shall be provided to the Department of City Planning for retention in the administrative file.

a. All initial grading and all excavation activities shall be monitored by a project archaeologist. The project archaeologist shall be present full-time during the initial disturbances of matrix with potential to contain cultural deposits and will document activity.

b. The services of an archaeologist, qualified for historic resource evaluation, as defined in CEQA and Office of Historic Preservation (OHP) Guidelines, shall be secured to implement the archaeological monitoring program. The qualified archaeologist shall be listed, or be eligible for listing, in the Register of Professional Archaeologist (RPA). Recommendations may be obtained by contacting the South Central Coastal Information Center (657-278-5395) located at California State University Fullerton.

c. In the event of a discovery, or when requested by the project archaeologist, the contractor shall divert, direct, or temporarily halt ground disturbing activities in an area in order to evaluate potentially significant archaeological resources.

i. It shall be the responsibility of the project archaeologist to: determine the scope and significance of the find; determine the appropriate documentation, preservation, conservation, and/or relocation of the find; and determine when grading/excavation activities may resume in the area of the find.

ii. Determining the significance of the find shall be guided by California Public Resources Code Division 13, Chapter 1, Section 21083.2, subdivision (g) and (h). If the find is determined to be a "unique archaeological resource", then the Applicant, in conjunction with the recommendation of the project archaeologist, shall comply with Section 21083.2, subdivisions (b) though (f).

iii. If at any time the project site, or a portion of the project site, is determined to be a "historical resource" as defined in California Code of Regulations Chapter 3, Article 1, Section 15064.5, subdivision (a), the project archaeologist shall prepare and issue a mitigation plan in conformance with Section 15126.4, subdivision (b).

iv. If the project archaeologist determines that continuation of the project or project-related activities will result in an adverse impact on a discovered historic resource which cannot be mitigated, all further activities resulting in the impact shall immediately cease, and the Lead Agency shall be contacted for further evaluation and direction.

v. The Applicant shall comply with the recommendations of the project archaeologist with respect to the documentation, preservation, conservation, and/or relocation of finds.

d. Monitoring activities may cease when:

vi. Initial grading and all excavation activities have concluded; or

vii. By written consent of the project archaeologist agreeing that no further monitoring is necessary. In this case, a signed and dated copy of such agreement shall be submitted to the Dept. of City Planning for retention in the administrative record for Case No. ENV 2012-2055-EIR.

e. At the conclusion of monitoring activities, and only if archaeological materials were encountered, the project archaeologist shall prepare and submit a report of the findings to the South Central Coastal Information Center.

f. At the conclusion of monitoring activities, the project archaeologist shall prepare a signed statement indicating the first and last date monitoring activities took place, and submit it to the Dept. of City Planning, for retention in the administrative file.

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

Less than Significant Impact. The Project Site does not include any known unique geologic features. In addition, no unique geologic features are anticipated to be encountered during Project construction. Therefore, the Project would not directly or indirectly destroy a unique geologic feature. Impacts associated with unique geologic features would be less than significant and no mitigation measures would be necessary.

The Project Site has been previously disturbed by historical grading and building activities, and there is no record that any significant paleontological resources were ever recovered at the Project Site. However, Project-related grading and excavation for subterranean parking and building foundations could extend into native soils that might potentially contain paleontological resources, which is a potentially significant impact. In the event of the discovery of previously unknown paleontological resources during construction, implementation of standard City Regulatory Compliance Measures IS-4 through IS-6 below would reduce impacts to a less than significant level. No further analysis of this topic in an EIR is required.

Regulatory Compliance Measures:

Regulatory Compliance Measure IS-4: If any paleontological materials are encountered during the course of Project development, all further development activity shall halt and the following shall be undertaken:

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

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

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

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

Regulatory Compliance Measure IS-5: Prior to the issuance of any building permit, the Applicant shall submit a letter to the case file indicating what, if any, paleontological reports have been submitted, or a statement indicating that no material was discovered.

Regulatory Compliance Measure IS-6: A covenant and agreement binding the Applicant to this condition shall be recorded prior to issuance of a grading permit.

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

Less Than Significant Impact. No known traditional burial sites or other type of cemetery usage has been identified within the Project Site. In addition, as previously indicated, the Project Site has been previously graded and developed. Nonetheless, the Project Site would require excavation that would extend into native soils. A number of regulatory provisions address the handling of human remains inadvertently uncovered during excavation activities. These include State Health and Safety Code Section 7050.5, Public Resources Code 5097.98, and CEQA Guidelines Section 15064.5(e). Pursuant to these codes, in the event of the discovery of unrecorded human remains during construction, compliance with standard City of Los Angeles Regulatory Compliance Measure IS-7 below would reduce impacts to a less than significant level. No further analysis of this topic in an EIR is required.

Regulatory Compliance Measure:

Regulatory Compliance Measure IS-7: As required by state law (e.g., Public Resources Code Section 5097.98, State Health and Safety Code Section 7050.5, and California Code of Regulations Section 15064.5(e)), if human remains are discovered at the Project Site during construction, work at the specific construction site at which the remains have been uncovered shall be suspended, and the City of Los Angeles Public Works Department and County coroner shall be immediately notified. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission shall be notified within 24 hours, and the guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of the remains.

VI. GEOLOGY AND SOILS

In addition to other sources cited below, the following discussion of geology and soils is based on the Geotechnical Investigation performed for the Project by Geocon West, Inc. in November 2014 and provided in Appendix B-1 of this Initial Study.

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.

Less than Significant Impact. The seismically active region of Southern California is crossed by numerous active and potentially active faults and is underlain by several blind thrust faults. Fault rupture is the 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 are those that have shown evidence of movement within the past 11,000 years (i.e., during the Holocene Epoch). Potentially active faults are those that have shown evidence of movement between 11,000 and 1.6 million years ago (i.e., during the Pleistocene Epoch). Inactive faults are those that have not exhibited displacement younger than 1.6 million years before the present. Additionally, there are blind thrust faults, which are low angle reverse faults with no surface exposure. Due to their buried nature, the existence of blind thrust faults is usually not known until they produce an earthquake.

The Project Site is not located within a currently established Alquist-Priolo Earthquake Fault Zone for surface fault rupture and no active or potentially active faults with the potential for surface fault rupture are known to pass directly beneath the Project Site. The official Alquist-Priolo Earthquake Fault Zone Map for the Hollywood Quadrangle (2014) indicates the closest boundary of the official Alquist-Priolo Earthquake Fault Zone is located approximately 725 feet west and 870 feet north of the Project Site.[3] Therefore, the potential for fault rupture is considered low.[4] Based on this information, the Project would not result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury involving rupture of a known earthquake fault and, therefore, impacts from fault rupture would be less than significant. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

ii. Strong seismic ground shaking?

Less than Significant Impact. The Project Site is located within the seismically active Southern California region and is not exposed to a greater than normal seismic risk than other properties in the City. The level of ground shaking that would be experienced at the Project Site from active or potentially active faults or blind thrust faults in the region would be a function of several factors including earthquake magnitude, type of faulting, rupture propagation path, distance from the epicenter, earthquake depth, duration of shaking, Project Site topography, and Project Site geology. According to the Geotechnical Investigation, the nearest splay of the Hollywood Fault is located approximately 1,500 feet north of the Project Site.[5] Other nearby active faults to the Project Site are the Raymond Fault, the Verdugo Fault, the Newport-Inglewood Fault Zone and the Santa Monica Fault located approximately 4.2 miles east-northeast of the Project Site. The active San Andreas Fault zone is located approximately 32 miles to the northeast of the Project Site.[6]

The nearest potentially active fault to the Project Site is the MacArthur Park Fault, located approximately 0.6 mile to the south of the Project Site. Other nearby active faults are the Coyote Pass Fault, the Overland Fault, and the Charnock Fault located approximately 7.0 miles southeast, 7.4 miles southwest, and 8.6 miles southwest of the Project Site, respectively.

Although subject to seismic ground shaking from any of these active or potentially active faults, the level of ground shaking that would be experienced at the Project Site from active or potentially active faults or blind thrust faults in the region would be a function of several factors including earthquake magnitude, type of faulting, rupture propagation path, distance from the epicenter, earthquake depth, duration of shaking, Project Site topography, and Project Site geology. Based on the Project Site's relationship with known faults, the Geotechnical Investigation concluded that the design earthquake (DE) would occur from a magnitude 6.66 earthquake occurring at a hypothetical distance of 4.7 kilometers from the Project Site. Based on this DE, such an event would be expected to generate peak horizontal ground accelerations of 1.0 g at the Project

[3] *Geocon West, Inc., Geotechnical Investigation, Proposed Mixed-Use Development, 5732, 5740, 5750, 5756, and 5762 West Hollywood Boulevard, Los Angeles, California, November 12, 2014, page 4.*

[4] *Ibid.*

[5] *A splay is a subsidiary fault that branches from the main fault.*

[6] *Geocon West, Inc., Op. Cit., page 4.*

Site.[7] Under a "probabilistic" analysis, the maximum considered earthquake (MCE) ground motion (i.e., level of ground motion that has a 2 percent chance of being exceeded in 50 years) is 0.964 g.[8]

While it is likely that future earthquakes produced in southern California would shake the Project Site, modern, well-constructed buildings are designed to resist ground shaking through the use of shear panels and other forms of building reinforcement. As with any new project development in the State of California, building design and construction are required to conform to the current seismic design provisions of the City's Building Code, which incorporates relevant provision of the 2013 California Building Code (CBC). The 2013 CBC, as amended by the City's Building Code, incorporates the latest seismic design standards for structural loads and materials to provide for the latest in earthquake safety. Additionally, construction of the Project are required to adhere to applicable recommendations provided in the Geotechnical Investigation, to minimize seismic-related hazards. Overall, given compliance with regulatory requirements and Project Site-specific recommendations, impacts associated with seismic ground shaking would be less than significant. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

iii. Seismic-related ground failure, including liquefaction?

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

The City of Los Angeles General Plan Safety Element has designated areas susceptible to liquefaction; and identifies the Project Site as lying within a designated Liquefaction Hazard Zone. However, a review of the State of California Seismic Hazard Zone, Hollywood Quadrangle Map (1999) indicates that the Project Site is not located within an area designated as "liquefiable."[9] Under the current standard of practice, as outlined in the State of California *Recommended Procedures for Implementation of DMG Special Publication 1176A, Guidelines for Analyzing and Mitigating Liquefaction in California* requires liquefaction to a depth of 50 feet below the lowest portion of the proposed structure. The historically highest groundwater level in the immediate vicinity of the Project Site is approximately 85 feet beneath the ground surface. Based on this consideration, the Geotechnical Investigation concluded that the potential for liquefaction beneath the Project Site is low.[10]

Even if liquefiable soils were present on the Project Site, they would be discovered through soils samplings that would be required as a component of a geotechnical investigation and addressed though regulatory mechanisms already in place. As with any development project within the City, the Project would comply with the Uniform Building Code Chapter 18, Division 1, Section 1804.5, Liquefaction Potential and Soil Strength Loss, which requires the preparation of a final geotechnical report that outlines Project Site-specific

7 *Geocon West, Inc., Op. Cit., page 6.*

8 *Ibid.*

9 *Geocon West, Inc., Op. Cit., page 7.*

10 *Ibid.*

design recommendations related to liquefaction and soil-strength loss. Prior to issuance of the building permit, the Applicant would be required to submit the final geotechnical report to the City's Department of Building and Safety (LADBS), which would review the report and issue an Approval Letter. The Project would be required to comply with the conditions contained within LADBS's Approval Letter for the Project, which may be subsequently amended or modified. Given the low potential for liquefaction beneath the Project Site and with adherence to any subsequent modifications by LADBS, impacts with regard to liquefaction would be less than significant. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

iv. Landslides?

No Impact. The Project Site is not located within a City-designated Landslide Inventory and Hillside Grading Area, is not subject to the City's Hillside Ordinance, and is not located in a City-designated Landslide area.[11] Additionally the Project Site and surrounding area is relatively flat. The Project Site is also located outside of landslide areas as mapped by the California Division of Mines and Geology. Therefore, the Project is not susceptible to on- or off-site landslides. During excavation, shoring and/or other reinforcement measures would be implemented for steep earthen cuts, and no landslide conditions would be exacerbated. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

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

Less Than Significant Impact. During construction, the 1.10-acre Project Site would be subject to ground-disturbing activities (e.g., excavation, grading, foundation construction, the installation of utilities). These activities would expose soils for a limited time, allowing for possible erosion.

Although Project development has the potential to result in the erosion of soils, this potential would be reduced to less than significant by implementation of standard erosion controls imposed during site preparation and grading activities. Specifically, all grading activities would require grading permits from the LADBS, which would include requirements and standards designed to limit potential impacts associated with erosion. In addition, on-site grading and site preparation would also comply with all applicable provisions of Chapter IX, Division 70 of the LAMC which addresses grading, excavations, and fills. This municipal code section requires that all grading activities occur in accordance with grading permits issued by LADBS. The permits typically require that excavation and grading activities be scheduled during dry weather periods. Should grading activities occur during the rainy season (October 1st to April 14th), a Wet Weather Erosion Control Plan (WWECP) would be prepared pursuant to the "Manual and Guideline for Temporary and Emergency Erosion Control," adopted by the Los Angeles Board of Public Works. The WWECP would include measures such as diversion dikes to channel runoff around the Project Site. Division 70 of the LAMC also requires that stockpiles, excavated, and exposed soil be covered with secured tarps, plastic sheeting, erosion control fabrics, or treated with a bio-degradable soil stabilizer. A deputy grading inspector is required be on-site during grading operations to ensure adhered to applicable regulations. Lastly, as Project construction would require greater than one acre of ground-disturbing activities, the Applicant would be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) in accordance with the National Pollutant Discharge Elimination System (NPDES) permit. The SWPPP incorporates best-management practices (BMPs) in accordance with the City of Los Angeles's Best Management Practices Handbook, Part A

[11] *City of Los Angeles Department of City Planning, Parcel Profile Report: 5732, 5750, and 5766 Hollywood Boulevard. Generated October 2014.*

Construction Activities to control erosion and to protect the quality of surface water runoff during the Project's construction period.

Regarding soil erosion during Project operations, the potential is relatively low due to the fact that the Project Site would be developed with buildings and/or landscaped. The use of hardscape and landscape plantings would act as an effective barrier to soil erosion by impeding direct contact between precipitation/irrigation and on-site soils. With compliance with regulatory requirements that include implementation of BMPs, less than significant impacts would occur related to erosion or loss of topsoil. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

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?

Less than Significant Impact. Potential impacts with respect to liquefaction and landslide potential were determined to be less than significant based on the analysis presented under Checklist Questions VI.a.iii and iv. With respect to lateral spreading, or collapse, all Project construction and design would comply with the 2013 CBC (based on the 2012 International Building Code), as enforced by the City of Los Angeles, which is designed to assure safe construction and includes building foundation requirements appropriate to the conditions present at the Project Site. Further, the Geotechnical Investigation concluded that no significant permanent slopes currently exist on the Project Site; therefore, slope stability is not considered an issue with respect to Project development.

With regard to other geologic hazards, seismically induced settlement and dynamic compaction of dry and loose soils may occur during a major earthquake. Typically, settlements occur in thick beds of such soils. However, based on the relatively dense, fine grained nature of alluvial soils underlying the Project Site, the Geotechnical Report concluded that the potential for appreciable seismically-induced settlements is very low.[12] Non-earthquake-induced subsidence occurs when a large portion of land is displaced vertically, usually due to the withdrawal of groundwater, oil, or natural gas. Soils that are particularly subject to subsidence include those with high silt or clay content. The Project Site is not located in an area of known ground subsidence and no large-scale extraction of groundwater, gas, oil, or geothermal energy has occurred in the vicinity. As such the Geotechnical Report concluded that little or no potential for ground subsidence due to groundwater, gas, oil or geothermal energy at the Project Site.[13]

Based on a review of the California Division of Oil, Gas and Geothermal Resources (DOGGR) Oil and Gas Well Location Map W1-5, the Project Site is not located within the boundaries of an oil field. No oil wells are located within the vicinity of the Project Site and the Project Site is not located within a designated Methane Zone or Methane Buffer Zone as defined by the City of Los Angeles.[14] Therefore, geologic hazards associated with well facilities or methane are not anticipated.

[12] *Geocon West, Inc., Op. Cit., page 7*

[13] *Geocon West, Inc., Op. Cit., page 8.*

[14] *Ibid.*

Project excavation would cause disturbance of existing soils and contribute to potential localized caving of excavated areas (e.g. the excavated side walls loosing stability). Such potential effects are typical of construction for projects with deep excavations. All required excavations would be sloped and properly shored in accordance with applicable provisions of the CBC as incorporated into the City's Building Code, and the Project Site-specific recommendations contained in the Geotechnical Investigation. Specifically, the Geotechnical Investigation recommends that all excavations should be performed in accordance with Project plans, specifications, and all Occupational Safety and Health Administration (OSHA) requirements. Excavations should be laid back or shored in accordance with OSHA requirements before personnel or equipment are allowed to enter. Further, the Geotechnical Investigation recommends a soldier pile shoring system be in place during Project excavation and construction.[15] Where the proposed excavation is deeper than adjacent off-site buildings, it is recommended that shoring should be designed to resist the surcharge imposed by the adjacent building. Recommendations for shoring are provided in Section 7.19 of the Geotechnical Investigation. With compliance with standard City requirements and the recommendations of the Geotechnical Investigation, impacts associated with lateral spreading, subsidence, or collapse would be less than significant. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

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?

Less than Significant. 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. The soils lying below the Project Site consist of Holocene Age alluvial fan deposits generally consisting of sand, silt, and gravel.[16] These soils are considered to have a ''very low" expansive potential and are classified as "non-expansive" based on the 2013 CBC.[17] Because of low clay content, the soils underlying the Project Site would not cause structural concerns related to the expansion of soils. The Project would be constructed and designed in accordance with the 2013 CBC, as enforced by the City of Los Angeles, which includes building foundation requirements appropriate to Project Site-specific conditions. Because underlying soils are not expansive and the Project would be designed and constructed in accordance with applicable regulations, impacts with respect to expansive soils would be less than significant. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

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

[15] *Geocon West, Inc., Op. Cit., page 10.*

[16] *California Department of Water Resources, cited in Geocon West, Inc., Op. Cit., page 2.*

[17] *Geocon West, Inc., Op. Cit., page 11.*

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. Construction and operation of the Project would increase greenhouse gas (GHG) emissions, which have the potential to individually and cumulatively contribute to impacts on the environment. Therefore, a quantitative assessment of Project-generated GHG emissions resulting from construction equipment, vehicle trips, electricity and natural gas usage, and water conveyance should be further evaluated in an EIR. Relevant Project features that reduce GHG emissions, such as Green Building Design, should also be discussed.

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

Potentially Significant Impact. Under the City's Green Building Program, the Project would be required to comply with the City's Green Building objectives pursuant to Ordinance 179,820, (Section 16.10, Article 6.1, Chapter 1, of the LAMC). In conformance with this Ordinance, the Project would be designed to reduce GHG emissions through various energy conservation measures. In addition, the Project would implement applicable energy conservation measures to reduce GHG emissions, which could include some of those described in the California Air Resources Board AB 32 Scoping Plan, which describes the approaches California will take to achieve the goal of reducing GHG emissions to 1990 levels by 2020. Project proposals to achieve consistency with these and other applicable plans, policies or regulations adopted for the purpose of reducing GHG emissions should be disclosed and further evaluated in an EIR.

VIII. HAZARDS AND HAZARDOUS MATERIALS

The following discussion of hazardous materials is based, in part, on the Phase I Environmental Site Assessment (Phase I ESA) and Phase II Environmental Site Assessment (Phase II ESA) prepared for the Project by EMG in October and November 2014, respectively, and provided in Appendix B-2 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. Project construction activities would result in a temporary increase in the use of typical construction materials at the Project Site, including concrete, hydraulic fluids, paints, cleaning materials, and vehicle fuels. The use of these materials during Project construction would be short-term in nature and would occur in accordance with standard construction practices, as well as with applicable federal, state, and local regulations. Potentially hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations.

As discussed in detail under Checklist Question VIII.b, the Phase II investigation revealed the potential presence of lead-based paints (LBPs) and asbestos-containing materials (ACMs) in both existing on-site buildings. Accordingly, standard City Regulatory Compliance Measures IS-8 and IS-9 are provided below to require comprehensive surveys of the existing buildings prior to demolition in accordance with applicable regulations—including the National Emissions Standards for Hazardous Air Pollutants standards, SCAQMD Rule 1403, and California Division of Occupation Safety and Health (Cal/OSHA)—to verify the presence or absence of any of these materials. If LBPs and/or ACMs are encountered, standard City Regulatory Compliance Measures IS-8 and IS-9 require remediation or abatement of these materials in accordance with all applicable regulations and standards before building demolition commences. Adherence with these Compliance Measures would reduce risks associated with LBPs and ACMs to acceptable levels and associated impacts would be less than significant.

The Phase II investigation also revealed the presence of localized soil contamination beneath the former automobile showroom/automotive service building at 5766 Hollywood Boulevard. As such, Mitigation Measure IS-1, provided below, is required. This mitigation measure incorporates the recommendations of the Phase II ESA and requires the development of a Soil Management Plan for Contaminated Soils (SMP) prior to the commencement of any grading or excavation on the Project Site. With implementation of this mitigation measure, soil contamination encountered during Project excavation would be removed in accordance with applicable regulations and impacts associated with the abandoned UST listed on the Project Site would be reduced to a less than significant level.

Because these activities would be short-term and cease with Project completion, construction activities would, therefore, not create a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials and impacts would be less than significant.

Operation of the residential and live/work uses would involve the use and storage of small quantities of potentially hazardous materials in the form of cleaning solvents, painting supplies, pesticides for landscaping, and pool maintenance. Additionally, the Project would utilize limited amounts of hydraulic fluid in the elevator equipment and limited quantities of refrigerant in the Heating, Ventilation and Air Conditioning (HVAC) system. The use of these materials would be in small quantities and in accordance with the manufacturers' instructions for use, storage, and disposal of such products. Therefore, operation of the Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

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

Potentially Significant Unless Mitigation Incorporated. For further discussion of this topic, including maps, refer to the Phase I Environmental Site Assessment (Phase I ESA) and Phase II Environmental Site Assessment (Phase II ESA) prepared for the Project and provided in Appendix B-2 of this Initial Study.

Methane

According to the City of Los Angeles Department of Building and Safety (LADBS), the Project is not located within a methane hazard zone or methane buffer zone. There are no oil wells located in the Project vicinity.[18] According to the LADBS, the Project Site is not located within a methane hazard zone, or methane buffer zone. There are no major natural gas fields or major natural gas wells within the Hollywood Community Plan area.[19]

Lead-Based Paint (LBP) & Asbestos-Containing Materials (ACMs)

As previously discussed, Site investigations for the Phase I ESA identified the potential presence of lead-based paint LBPs and/or ACMs in the existing painted surfaces, ceiling tiles, vinyl flooring, sheet vinyl, wallboard/joint compound, roofing and mastics in the existing on-site buildings. These materials were found to be in fair to poor condition during the Project Site investigation and the Phase I ESA recommended further sampling and proper removal prior to the commencement of demolition activities. Accordingly, standard City Regulatory Compliance Measures IS-8 and IS-8 are provided below to require comprehensive surveys of the existing buildings prior to demolition in accordance with applicable regulations—including the National Emissions Standards for Hazardous Air Pollutants standards, SCAQMD Rule 1403, and California Division of Occupation Safety and Health (Cal/OSHA)—to verify the presence or absence of any of these materials. If LBPs and/or ACMs are encountered, standard City Regulatory Compliance Measures IS-8 and IS-9 require remediation or abatement of these materials in accordance with all applicable regulations and standards before building demolition commences. Adherence with these Compliance Measures would reduce risks associated with LBPs and ACMs to acceptable levels and associated impacts would be less than significant.

Phase II Environmental Site Assessment (ESA)

The Phase I ESA cited historical City directory listings and historical Sanborn fire insurance maps indicating that auto sales and service took place in the building on the west side of the Project Site (5766 Hollywood Boulevard) from at least 1924 to 1942, and from approximately 1955 until Saab & Raffi Auto Repair vacated the building in early 2014. LAFD records indicate that a private (i.e., not for public sale) gasoline fueling facility associated with Hollywood Motorsports, Inc. (c. 1960-1981) was also located in this building. The Phase I ESA also identified a listed Historical Auto Station adjacent to the west side of the Project Site (i.e., 5770 Hollywood Boulevard, the current location of Saab & Raffi Auto Repair). The adjacent property was identified on the Underground Storage tank (UST) Database; however, the database indicates that there are no tanks present and that the property is inactive. Further, the adjacent property is not identified on any database which reports spills or releases, such as the Leaking Underground Storage Tank (LUST) database.

As a result of these listings and the associated Site investigation, the Phase I ESA identified three environmental concerns associated with automobile-related businesses on the Project Site and adjacent property that warranted further investigation in a Phase II ESA. First, LAFD records indicate that a 550-gallon gasoline UST was abandoned in place at 5766 Hollywood Boulevard in 1958 by filling with rotary mud. This abandonment was performed at a time when USTs were not required to be tested for soil and/or

[18] *Los Angeles Department of City Planning, ZIMAS Parcel Profile Report, July 1, 2014.*

[19] *Hollywood Community Plan Update. Draft Program EIR, Section 4.10, Safety/Risk of Upset, page 4.10-1. March 2011.*

groundwater contamination. No additional information was available concerning the disposition of the UST. Secondly, Site investigations encountered evidence of former hydraulic auto lifts in the interior of 5766 Hollywood Boulevard. Because this equipment was most likely installed before 1978, the Phase I ESA indicated that the hydraulic fluids associated with the lifts likely contained polychlorinated biphenyls (PCBs).[20] The hydraulic reservoirs associated with these lifts would have been located beneath the concrete floor. Thirdly, the adjacent property at 5770 Hollywood Boulevard was a gasoline filling station during the 1930s and 1940s, potentially resulting in subsurface contamination that could have encroached on the Project Site.

A Phase II ESA was subsequently performed to address these potential concerns. A geophysical survey was performed to determine the location and status of the UST abandoned on-site in 1958, and six soil borings were advanced through the concrete building slab to assess the presence of any subsurface soil contamination associated with the hydraulic lift and adjacent property. The soil samples from the six borings were analyzed for soil contaminants typical of automobile-related businesses.

Abandoned On-Site Underground Storage Tank (UST)

The geophysical survey utilizing ground-penetrating radar (GPR)[21] did not conclusively reveal the presence of an UST; however, a possible excavation feature was encountered in the form of localized areas of moderately to highly disturbed soils. To evaluate this anomaly, one of the six soil borings, SV6, was made in the central portion of the suspected excavation to determine the presence of backfill materials. The soil encountered was native soil and no evidence of excavation or soil contamination was observed. Further, no contaminants were detected in the SV6 soil samples. As a result, the abandoned UST is no longer suspected to be at 5766 Hollywood Boulevard, possibly having been misreported during the initial listing or having undergone subsequent unreported removal. Nonetheless, due to its unresolved location and status, the potential exists for the abandoned UST to remain on the Project Site at a different location, and it could be associated with soil contamination, resulting in a potentially significant environmental impact. As previously discussed, Mitigation Measure IS-1 requires development and implementation of an SMP prior to any grading or excavation on the Project Site. With implementation of this mitigation measure, abandoned USTs unexpectedly encountered during Project excavation would be removed in accordance with applicable regulations and associated impacts would be reduced to a less than significant level.

Soil Contamination

As previously mentioned, the Phase II ESA advanced six soil borings (SV1 through SV6) through the concrete slab floor. Of the six borings, three (SV1, SV2, and SV6) were advanced along the building's western wall to address potential subsurface contamination from the adjacent property. SV6 was also utilized to confirm the presence of the abandoned UST, as discussed above. The remaining three soil borings (SV3, SV4, and SV5) were advanced in close proximity to the former hydraulic lift system located along the eastern interior wall. Soil samples were taken from the borings at four-foot intervals and tested for the presence of contaminants

[20] *The US Environmental Protection Agency banned the manufacturer of PCB-containing hydraulic fluid in 1976, and the manufacturer of PCBs ceased in 1977).*

[21] *Ground-penetration radar (GPR) is a geophysical technique that emits into the ground an electromagnetic (EM) impulse in the form of ultra high-frequency radio waves, and the resulting reflection of the waves by various subsurface anomalies (i.e., buried objects) is detected by a receiving antenna.*

typical of automobile-related businesses (i.e., total petroleum hydrocarbons ["TPH"], volatile organic compounds ["VOCs"], semi-volatile organic compounds ["SVOCs"], and polychlorinated biphenyls ["PCBs"]).

With the exception of soil boring SV5 (hydraulic lift site), no unusual odors or stains were noted in any of the soil samples collected. Soil samples taken from SV5 at a depth of 12 feet had a strong petroleum odor and dark gray staining. Under laboratory analysis, this soil sample was reported with concentrations of TPH, VOCs, and two SVOC compounds. The TPH concentrations were found to be gasoline (at a concentration of 51.1 milligrams per kilogram of material [mg/kg]), diesel (at a concentration of 1,780 mg/kg), and motor oil (at a concentration of 1,290 mg/kg). These diesel and motor oil concentrations exceed the regulatory screening level (RSL) of 100 mg/kg and 1,000 mg/kg, respectively.[22] None of the VOCs or SVOC compounds detected in the soils samples from SV5 exceeded their respective RSLs. The solvent perchloroethylene (PCE) was found at concentrations of 0.180 mg/kg, which is well below the 8.1 mg/kg RSL for human exposure. This suggests that the volume of soil significantly impacted with petroleum hydrocarbons is localized and limited to the 12-foot depth and location of boring SV5.

Soil boring SV2 was also found to have a trace concentration of PCE (0.006 mg/kg) at a depth of 4 feet; no other chemicals of concern were reported for sample SV2. Results of the analyses of soil vapor samples SV1 and SV3 collected from 5 feet below the ground surface (bgs) identified the solvent compound PCE (790 micrograms per cubic meter [μg/m3] and 4,000 μg/m3) exceeding its regulatory screening levels.[23] Sample SV1 was collected from the northwest corner of 5766 Hollywood Boulevard and SV3 was collected from the site of the hydraulic lift and in close proximity to boring SV5, discussed above. Benzene was also reported below screening levels (2.4 μg/m3) in sample SV3[24], but was not detected in sample SV1. In summary, the soil vapor sample PCE concentrations in SV5 exceeded screening levels, while the remaining VOCs reported for vapor samples SV1 and SV2 were relatively low concentrations when compared to RSLs. The remaining soil borings contained no detectable concentration of chemicals of concern.

Because PCE-impacted soil was encountered in soil samples near the former hydraulic lift at concentrations exceeding screening levels, as previously discussed, Mitigation Measure IS-1 requires the development and implementation of an SMP prior to Project grading and excavation. With implementation of this mitigation measure, contaminated soils encountered during Project excavation would be removed and disposed of in accordance with applicable regulations and associated impacts would be reduced to a less than significant level.

Worker safety and health during the removal of contaminated soils are regulated by the federal Occupational Safety and Health Act (OSHA) of 1970 (29 Code of Federal Regulations 1910.120) and Cal/OSHA (CCR Title 8, General Industry Safety Orders and California Labor Code, Division 5, Part 1, Sections 6300-6719). OSHA and Cal/OSHA standards establish exposure limits for certain air contaminants. Exposure limits define the maximum amount of hazardous airborne chemicals to which an employee may be exposed over specific

[22] *The US Environmental Protection Agency (EPA) establishes Regional Screening Levels (RSLs) as an advisory level at which soil remediation should be considered. Similarly, the California Office of Environmental Health Hazard Assessment establishes California Human Health Screening Levels (CHHSLs) for the same advisory purpose to estimate the degree of effort that may be necessary to remediate a contaminated property. The San Francisco Bay Regional Water Quality Control Board also establishes environmental screening levels (ESLs) that are used throughout California to estimate the advisory level for potential groundwater contamination.*

[23] *The CHHSL and ESL for PCE is 470 µg/m3 and 210 µg/m3, respectively.*

[24] *The CHHSL and ESL for benzene is 85 µg/m3 and 42 µg/m3, respectively.*

periods. When administrative or engineering controls cannot achieve compliance with exposure limits, protective equipment or other protective measures must be used. Employers are also required to provide a written health and safety program, worker training, emergency response training, and medical surveillance. With the proper reporting and removal of the localized soil contamination in accordance with the SMP required by Mitigation Measure IS-1, impacts associated with localized contamination would be reduced to a less than significant level.

Groundwater Contamination

With respect to the potential for groundwater contamination, no soil contamination was found at depths greater than 12 feet below ground surface (bgs). Depth to groundwater was reported to range from approximately 83–86 feet bgs beneath the nearby Mobil station, according to the Phase II ESA. Further, the Geotechnical Investigation prepared for the Project reports historical high groundwater at the Project Site at approximately 85 bgs. As a result, the Phase II ESA concluded that the contaminated on-site soils, which would be removed during Project grading and excavation, would not come into contact with groundwater or result in the potential for groundwater contamination.

Concerning off-site sources of contamination migrating to the Project Site, groundwater in the Project vicinity flows south. Based on the current regulatory status, lack of reported releases, lack of contaminants found in soil borings SV1, SV2, and SV6, and estimated direction of groundwater flow, the adjacent property at 5770 Hollywood Boulevard (Saab & Raffi) was concluded not to represent or result in a recognized environmental condition on the Project Site. Another property, located north of the Project Site across Hollywood Boulevard, was listed on the UST, LUST Historical Auto Stations, and RGA LUST Databases for a gasoline release in 1990. The gasoline impacted soils only and did not enter groundwater flows. The LUST Database indicates a "case closed" status as of November 7, 2001, which is issued when contamination, if any, is remediated in accordance with regulatory standards. The Phase I ESA investigation found that gasoline facilities are no longer in operation at this location. Based on its status and the lack of any reported impact to groundwater, this listing was concluded not to represent a recognized environmental concern to the Project Site. Lastly, the Mobil station located at 5700 Hollywood Boulevard, approximately 140 feet west of the Project Site, was listed on the LUST and RGA LUST Databases as having an open remediation status as of November 10, 2010. However, the direction of groundwater flow was reported to be towards the southwest, not toward the Project Site. Based on the estimated direction of groundwater flow, ongoing remediation and regulatory oversight, the Project Site was concluded to not represent an environmental concern to the Project Site. Accordingly, nearby properties do not represent or create recognized environmental concerns on the Project Site.

Summary

Implementation of Regulatory Compliance Measures IS-8 and IS-9 and Mitigation Measure IS-1 would ensure that impacts associated with potential LBPs and/or ACMS, as well as with the localized soil contamination from former automotive repair operations on the Project Site, would be reduced to less than significant levels. No additional mitigation measures are required and no further evaluation of this topic in an EIR is recommended.

Regulatory Compliance Measures:

Regulatory Compliance Measure IS-8: Prior to the issuance of any permit for the demolition or alteration of the existing on-site buildings, a comprehensive asbestos-containing materials (SCMs) survey of the buildings shall be performed. If no ACMs are found, the Applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant indicating that no Asbestos-Containing Materials (ACMs) are present in the on-site buildings. If ACMs are found to be present, they shall be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other applicable State and Federal rules and regulations.

Regulatory Compliance Measure IS-9: Prior to issuance of any permit for the demolition or alteration of the existing structure(s), a comprehensive lead-based paint (LPB) materials survey shall be performed to the written satisfaction of the Department of Building and Safety. Should LBP materials be identified, standard handling and disposal practices shall be implemented pursuant to OSHA regulations.

Mitigation Measures:

Mitigation Measure IS-1: During project design development and prior to the commencement of excavation and grading activities, the Applicant shall retain a qualified environmental consultant to prepare a Soil Management Plan for Contaminated Soils (SMP), which will be submitted to the City of Los Angeles Department of Building and Safety for review and approval. The SMP shall be implemented during excavation and grading activities on the Project Site to ensure that any contaminated soils are properly identified, excavated, and disposed of off-site, as follows:

- The SMP shall be prepared and executed in accordance with South Coast Air Quality Management District (SCAQMD) Rule 1166, Volatile Organic Compound Emissions from Decontamination of Soil. The SMP shall require the timely testing and sampling of soils for proper disposal. The SMP shall specify the testing parameters and sampling frequency. Anticipated testing includes total petroleum hydrocarbons (TPH), volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), and polychlorinated biphenyls (PCBs).

- Prior to the commencement of grading and excavation, the findings of the Phase I and Phase II Environmental Site Assessments (ESAs) for 5750 and 5766 Hollywood Boulevard shall be reported to the County of Los Angeles Fire Department Health and Hazardous Materials Division (HHMD), Site Mitigation Unit (SMU) (323-890-4045) and the City of Los Angeles Fire Department (LAFD) for review and comment. The recommendations of the HHMD and LAFD shall be incorporated in the SMP.

- A qualified environmental consultant shall be present on the Project Site during grading and excavation activities in the known or suspected locations of contaminated soils or the UST, and shall be on call at other times as necessary, to monitor compliance with the SMP and to actively monitor the soils and excavations for evidence of contamination.

- If excavation activities unexpectedly encounter an underground storage tank (UST), excavation shall cease at the location of the UST, and the UST shall be removed in accordance with Los Angeles Municipal Code (LAMC) Section 57.31.52 (Abandonment

of Underground Storage Tanks). As required by LAMC Section 57.31.52, the Applicant shall notify the LAFD prior to tank removal, inert (remove or neutralize any flammable materials and vapors) the UST prior to transport, and establish to the satisfaction of the LAFD that no release of hazardous materials has occurred. The UST shall be properly disposed of by a licensed contractor in accordance with applicable regulations.

- During the Project's excavation phase, the Project Applicant shall remove and properly dispose of impacted materials in accordance with the provisions of the SMP. If soil is stockpiled prior to disposal, it will be managed in accordance with the Project's Storm Water Pollution Prevention Plan. All impacted soils would be properly treated and disposed of in accordance with South Coast Air Quality Management District (SCAQMD) Rule 1166, Volatile Organic Compound Emissions from Decontamination of Soil, as well as applicable requirements of the California Department of Toxic Substances (DTSC), and Los Angeles Regional Water Quality Control Board (LARWQCB).

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 nearest schools to the Project Site are Grant Elementary School, located on Wilton Place, approximately 0.12 miles to the southeast, and Immaculate Heart High School, located at Franklin and Western Avenue approximately 0.42 miles to the northeast. Construction of the Project would involve the temporary use of hazardous substances in the form of paint, adhesives, surface coatings and other finishing materials, and cleaning agents, fuels, and oils. All materials would be used, stored, and disposed of in accordance with applicable laws and regulations and manufacturers' instructions. Any emissions from the use of such materials would be minimal and localized to the Project Site. Further, Project excavation would require the removal of small quantities of contaminated soils. However, this removal would occur in accordance with an approved SMP and applicable regulations, would be localized to the Project Site, and existing schools are sufficient distance from the Project Site to preclude impacts if these materials are encountered during Project construction.

During operation of the Project, the limited quantities and prescribed handling procedures of any hazardous materials would not pose a risk to schools in the Project vicinity. The long-term occupation of the dwelling units, including live/work units, within the Project, which is predominantly residential in character, and maintenance of the building would not require the use of hazardous or acutely hazardous materials or cause the generation or emission of hazardous substances, or generate hazardous waste. Therefore, the Project would result in less than significant impacts regarding hazardous materials at any schools within a one-quarter mile radius of the Project Site. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

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?

Less than Significant Impact. Government Code Section 65962.5, amended in 1992, requires the California Environmental Protection Agency (CalEPA) to develop and update annually the Cortese List, which is a list of hazardous waste sites and other contaminated sites. While Government Code Section 65962.5 makes

reference to the preparation of a list, many changes have occurred related to web-based information access since 1992 and information regarding the Cortese List is now compiled on the websites of the Department of Toxic Substances Control (DTSC), the State Water Resources Control Board, and CalEPA. The DTSC maintains the EnviroStor database, which includes sites on the Cortese List and also identifies potentially hazardous sites where cleanup actions (such as a removal action) or extensive investigations are planned or have occurred. The database provides a listing of Federal Superfund sites (National Priorities List [NPL]); State Response sites; Voluntary Cleanup sites; and School Cleanup sites. GeoTracker is the State Water Resources Control Board's data management system for managing sites that impact groundwater, especially those that require groundwater cleanup (USTs, Department of Defense, Site Cleanup Program) as well as permitted facilities such as operating USTs and land disposal sites.

According to the review of the regulatory databases in the Phase I ESA, the Project is listed on the EDR Historical Auto Stations and UST databases. As discussed under Checklist Question VIII.b, information contained in the EDR Historical Auto Stations database indicates automotive operations, including auto sales, service, and private fueling, took place at 5766 Hollywood Boulevard at various times from the 1920s until Saab & Raffi Auto Repair vacated the building in early 2014.[25] The Project Site is not listed on CalEPA's list of sites with active Cease and Desist Orders (CDO) or Cleanup and Abatement Orders (CAO) or list of contaminated solid waste disposal sites.[26]

As previously discussed, the Phase II ESA did not encounter the listed abandoned UST and encountered localized soil contamination that would be reported to the appropriate agencies under Mitigation Measure IS-1. Due to the lack of a recent release, the localized and stable nature of the soil contamination, the lack of groundwater contact with identified contaminants, and the required mitigation efforts, it is not anticipated that the results of the Phase II ESA would require listing the Project Site on databases compiled pursuant to Government Code Section 65962.5 or create a hazard to the public. In the event that the Project were required to be listed on applicable databases, it would be listed with a status of "case closed" following completion of the required remediation efforts. The Phase I ESA concluded that no off-site facilities listed on the databases reviewed would appear to present an environmental concern for the Project Site. Although the Project Site is listed on the EDR Historical Auto Stations Database, the localized soil contamination identified in the Phase II ESA is not expected to list in additional listing of the Project Site with an ongoing remediation status. Therefore, impacts would be less than significant. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

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

No Impact. The Project Site is not within an airport land use plan and it is not within two miles of a public airport or public use airport. The nearest airport is the Burbank Bob Hope Airport located approximately seven miles north of the Project Site. Therefore, the Project would not result in an airport-related safety

[25] *EMG, Op. Cit., page 8.*

[26] *CalEPA's List of Active CDO and CAO sites; online at http://www.calepa.ca.gov/SiteCleanup/CorteseList/CDOCAOList.xlsx; Accessed January 15, 2015.*

hazard for people residing or working in the Project area, and no impact would occur in this regard. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

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. There are no private airstrips in the vicinity of the Project Site and the Project Site is not located within a designated airport hazard area. Therefore, the Project would not result in airport-related safety hazards for the people residing or working in the area. No impact would occur in this regard. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

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

Less than Significant Impact. The Project Site is located in an established urban area that us well served by a roadway network. Hollywood Boulevard, adjacent to the Project Site, and Western Avenue, approximately 0.25 miles to the east, are designated as Selected Disaster Routes.[27] While it is expected that the majority of construction activities for the Project would be confined on-site, short-term construction activities may temporarily affect access on portions of adjacent streets during certain periods of the day. In these instances, the Project would implement traffic control measures (e.g., construction flagmen, signage, etc.) to maintain flow and access. Therefore, construction is not expected to result in inadequate emergency access.

Project operation would generate traffic in the Project vicinity and would result in some modifications to access from the streets that surround the Project Site. Nonetheless, the Project is required to provide adequate emergency access and to comply with LAFD access requirements. Subject to review and approval of Project Site access and circulation plans by the LAFD, the Project would not impair implementation or physically interfere with adopted emergency response or emergency evacuation plans. Since the Project would not cause an impediment along the City's designated emergency evacuation routes, and the proposed residential and live/work uses would not impair implementation of the City's emergency response plan, the Project would have a less than significant impact with respect to these issues. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

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?

Less than Significant Impact. The Project Site is located in an urban area and approximately 1.5 miles from open space in the proximity of the Hollywood Reservoir and other undeveloped, natural areas in the Hollywood Hills. No wildlands are present on the Project Site or surrounding developed area along Hollywood Boulevard or the adjacent Hollywood Freeway. The Project Site is not designated as a wildfire hazard area by the City of Los Angeles.[28] Therefore, the Project would not expose people or structures to a

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

[28] *City of Los Angeles General Plan Safety Element, Exhibit D, November 26, 1996.*

significant risk involving wildland fires. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

IX. HYDROLOGY AND WATER QUALITY

In addition to other sources cited below, the responses to questions regarding Hydrology and Water Quality are based on information included in the Preliminary Hydrology Study (Hydrology Study) prepared by Hall & Foreman in November 2014. The Hydrology Study is included as Appendix B-3 of this Initial Study.

Would the proposal result in:

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

Less than Significant Impact. The 1.10-acre Project Site drains in two directions, due to minor changes in existing topography; approximately one-third of the Project Site drains via sheet flow in a northeasterly direction to Hollywood Boulevard, while the remaining two-thirds drains via sheet flow south to the alley. Surface runoff is collected and diverted to three existing catch basins that serve the Project Site; one on Hollywood Boulevard east of the Project Site, one at the western terminus of the alley adjacent to the Project Site, and one on Wilton Place southeast of the Project Site. The catch basins are owned and operated by the City in accordance with the City's Los Angeles Regional Water Quality Control Board (LARWQCB) National Pollutant Discharge Elimination System (NPDES) permits and the City of Los Angeles Standard Urban Stormwater Management Plan (SUSMP).

Construction of the Project would require earthwork activities, including grading and excavation of the Project Site, which would expose soils for a limited time and could allow for possible erosion, particularly during rain storms. However, as discussed under Checklist Question VI.b, all grading activities would require grading permits from the LADBS, which would include requirements and standards designed to limit potential impacts associated with erosion to permitted levels. Additionally, grading and site preparation would comply with all applicable provisions of Chapter IX, Division 70 of the LAMC, which includes requirements such as the preparation of an erosion control plan to reduce the effects of sedimentation and erosion. In addition, the Applicant would be required to meet the provisions of the Project-specific SWPPP in accordance with the NPDES permit. The SWPPP would be subject to review by the City for compliance with the City of Los Angeles' Best Management Practices Handbook, Part A, Construction Activities. As part of these regulatory requirements, BMPs would be implemented to control erosion and to protect the quality of surface water runoff during construction by preventing the off-site movement of potential contaminants such as petroleum products, paints and solvents, detergents, fertilizers, and pesticides. Should grading activities occur during the rainy season (October 1st to April 14th), a WWECP would be prepared pursuant to the *Manual and Guideline for Temporary and Emergency Erosion Control*, adopted by the Los Angeles Board of Public Works. The historic high groundwater level at the Project Site is approximately 85 feet bgs. Construction of the Project's subterranean parking levels would require excavation to a depth of approximately 30 bgs, and Project construction is not anticipated to impact groundwater. With adherence to applicable regulations, any potential adverse impacts to groundwater quality would be avoided through implementation of BMPs recommended for such construction activity.

During operation, the Project would be required to incorporate operational BMPs per the City's SUSMP permit requirements and in accordance with the City's 2012 Low Impact Development (LID) Ordinance,

which requires that all housing developments of 10 or more units capture water runoff at its source through a set of design approaches and BMPs. Accordingly, measures to reduce the volume and intensity of stormwater runoff leaving the Project Site have been incorporated into the Project design in accordance with the City's Best Management Practices Handbook, Part B: Planning Activities. Specifically, the Project proposes the installation of area drains, roof drains and on-site catch basins that would all drain to a gravity-fed cistern located below the subterranean garage. Maintenance access would be provided through doors in the garage drive aisles. Both non-storm and "first flush"[29] stormwater runoff would be captured in the cistern and utilized for the irrigation of on-site landscaping or treated prior to being discharged to the City's storm drain system. The Hydrology Study concludes that the irrigation demand for on-site landscaping would exceed the runoff volume resulting from first-flush flows, and thus, all first flush would be used on-site in compliance with the City's LID Ordinance. In the event that a storm produces runoff higher than the mitigation (i.e., first flush) requirements, approximately 40 percent of the overflow will discharge via storm drain pipes to the gutter at Hollywood Boulevard. The remaining approximately 60 percent of the overflow will discharge to the adjacent alley. Prior to entering the cistern, runoff would be first be cleaned by a CDS hydrodynamic separation unit[30]. Excess runoff would be discharged from the cistern to the City stormwater system. The Hydrology Study and proposed cistern design would be submitted to the City for review as part of the Project's building permit approval process.

Through preparation of the SUSMP and implementation of the proposed cistern and other appropriate BMPs, Project operation would comply with the City's LID Ordinance and would not violate any water quality standards. Impacts would be less than significant. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

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. Los Angeles Department of Water and Power (LADWP) is the water purveyor for the City. Water is supplied to the City from three primary sources including groundwater. Groundwater levels in the City of Los Angeles are maintained through an active process via spreading grounds and recharge basins. Although open spaces do allow for seepage of water into smaller unconfined aquifers, the larger groundwater sources within the City of Los Angeles are primarily recharged through stormwater runoff from local mountain ranges and through active recharge operations. As the Project Site is developed and paved, it does not provide opportunity for groundwater recharge. Furthermore, the small size of the Project Site limits its potential to contribute to recharge of groundwater sources.

The historic high groundwater level at the Project Site is approximately 85 feet bgs.[31] Groundwater was not encountered during a recent geological exploration of the Project Site, which excavated to a depth of 40.5

[29] *"First-flush" flows are the first 0.75 inch of rain to fall in a 24-hour period.*

[30] *A CDS hydrodynamic separation unit uses a method of continuous deflective separation to effectively screen, separate and trap debris. Sediment and oil from stormwater runoff is also screened and the CDS unit would also capture and retain 100% of floatable debris.*

[31] *Geocon West, Inc., Op. Cit., page 3.*

feet bgs.[32] Because excavation for building foundations are anticipated to a depth of approximately 30 feet bgs, groundwater is not expected to be encountered during construction and dewatering would not be required.

With regard to Project operation and long-term impacts, the results of percolation testing indicated that the Project Site's infiltration rate is less than generally accepted rate of 0.5 inches per hour for the use of BMPs that infiltrate stormwater runoff in to the underlying soils. As a result, the Project would utilize the cistern system discussed above to meet City LID requirements to capture, reuse, and treat runoff from the Project Site. Any excess runoff from the cistern system would be discharged to the City stormwater system and no groundwater infiltration would occur. As the Project proposes the development of a mixed-use building that would occupy the majority of the Project Site, any groundwater infiltration at the Project Site would remain materially the same as under existing conditions, where runoff sheet flows across the Project Site and into the City's stormwater system.

In summary, the Project would not substantially deplete groundwater supplies or result in a substantial net deficit in the aquifer volume or lowering of the local groundwater table and impacts to groundwater would be less than significant. No mitigation measures or further analysis of this topic in an EIR is recommended.

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 existing storm drain improvements on and serving the Project Site are discussed under Checklist Question IX.a. Because the Project Site is mostly developed with only a few small landscape planters, the Hydrology Study estimated that the Project Site is 97 percent impervious. The Hydrology Study divided the Project Site into four drainage subareas based on a review of existing topography and built conditions. Subarea A1 consists of the western portion of the parking lot and southern portion of the roof of the westerly building. Subarea A1 drains via sheet flow to the existing catch basin at the west end of the south alley. Subareas A2 and A3 consist of the northern portions of existing building roofs, which drain by sheet flow to Hollywood Boulevard, where runoff flows via the street gutter to the existing catch basin on Hollywood Boulevard. Subarea A4 consists of the eastern portion of the on-site parking lot and southern portion of the easternmost building's roof, which drain by sheet flow to the adjacent alley, where runoff flows via the alley and street gutter to the existing catch basin on Wilton Place. Existing stormwater flows from the Project Site were calculated to be 3.39 cubic feet per second (cfs) during the 50-year design storm.[33]

During the Project's grading and excavation phase, rainfall has the potential to carry exposed sediments into the local storm drain system, thus increasing siltation. As discussed under Checklist Question VI.b, with the implementation of required BMPs, which include erosion and sediment control, or WWECP, if construction occurs during the rainy season, and regular inspection of the construction site to ensure proper installation

[32] *Ibid.*

[33] *The 50-year design storm is a storm that would statistically occur once every 50 years. Based on Los Angeles County Department of Public Works (LACDPW) isohyets, the 50-year design storm at the Project Site would produce 5.95 inches of rainfall over a 24-hour period.*

and maintenance of the BMPs, construction activities are not expected to result in substantial erosion or siltation on- or off-site.

Regarding operations, Project implementation would alter the existing drainage pattern by directing stormwater flows through two outflow pipes, one to Hollywood Boulevard (ultimately flowing to the catch basin on Hollywood Boulevard) and another to the adjacent alley (ultimately flowing to the existing catch basin at the alley's western terminus). Runoff from the Project Site would no longer flow to the catch basin on Wilton Place. As previously discussed, the Project would be designed with a cistern system that would capture and re-use runoff from first-flush flows. The cistern would also be designed to maintain existing outflows during a 50-year design storm. When accounting for flow restrictions caused by the on-site drainage system, the Hydrology Study concluded that the Project would reduce flows leaving the Project Site during a 50-year design storm by 0.10 cfs to 3.29 cfs. The existing storm drains serving the Project Site are composed of concrete and there is no potential of downstream erosion or flooding due to the fact that the street and stormwater system are paved and therefore stabilized. Final plan check by the Los Angeles Bureau of Sanitation (BOS) would ensure that adequate capacity is available in the storm drain system serving the Project Site prior to Project approval. The Applicant would be responsible for providing the necessary storm drain infrastructure to serve the Project Site, as well as any extensions to the existing system in the area.

With the implementation of BMPs and other components of the SWPPP or WWECP during construction and a reduction of runoff flows following Project implementation, the Project would not alter drainage patterns in a manner that would result in substantial erosion or siltation. Impacts would be less than significant. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

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. While the Project Site is under construction, the rate and amount of surface runoff generated at the Project Site would fluctuate because exposed soils could absorb rainfall that currently leaves the Project Site as surface flow. However, the construction period is short-term and compliance with applicable regulations discussed above would preclude fluctuations that result in flooding. With regard to operations, as previously discussed, Project implementation would direct all flows to the catch basins in Hollywood Boulevard and at the western terminus of the alley. Runoff would no longer flow to the catch basin in Wilton Place. Overall, Project implementation would reduce runoff from the Project Site by 0.10 cfs when compared to existing conditions. Further, the Project would implement a cistern system to capture and re-use on-site all first-flush stormwater flows pursuant to the City's LID Ordinance. No BMPs are currently located on the Project Site. There are no known deficiencies in the existing storm drain system and final plan check by the BOS would ensure that adequate capacity is available in the storm drain system in surrounding streets prior to Project approval. The Applicant would be responsible for providing the necessary on-site storm drain infrastructure to serve the Project Site, as well as any connections to the existing system in the area. Because runoff would not increase over existing conditions, and on-site cistern system would be implemented to reduce runoff, the Project would not result in on- or off-site flooding, and impacts would be less than significant. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

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

Less than Significant Impact. As discussed under Checklist Questions VIII.c and d, Project implementation would reduce runoff volumes from the Project Site by 0.10 cfs when compared to existing conditions as a result of proposed on-site cistern system. As there are no known deficiencies in the existing storm drain system, the Project would result in a less than significant impact. Final plan check by the BOS would ensure that adequate capacity is available in the storm drain system prior to Project approval. The Applicant would be responsible for providing the necessary on-site storm drain infrastructure to serve the Project Site, as well as any connections to the existing system in the area. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

f. Otherwise substantially degrade water quality?

Less than Significant Impact. As discussed above under Checklist Question VIII.a, construction and operational BMPs, including the proposed on-site cistern system, implemented as part of the Project's SWPPP and SUSMP, and good housekeeping practices during Project construction and operation would preclude sediment and hazardous substances from entering stormwater flows. The implementation of design features and regulatory mechanisms, including adherence to the City's LID requirements, would avoid substantial degradation of water quality. Therefore, the Project would have a less than significant impact in surface water quality and no mitigation measures are required. Further analysis of this topic in an EIR is not recommended.

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. According the City of Los Angeles General Plan Safety Element, the Project Site is not located within a 100-year or 500-year flood plain.[34] Therefore, the Project would not place housing within a 100-year flood plain. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

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

No Impact. The Project Site is not located within a 100-year or 500-year flood plain. Therefore, the Project would not impede or redirect flood flows within a 100-year flood plain. No mitigation measures are required and no further analysis of this topic in an EIR is recommended

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. The Project Site is located approximately 1.5 miles downhill of the Hollywood Reservoir and within the reservoir inundation zone.[35] The Hollywood Reservoir is an LADWP

[34] *City of Los Angeles Department of City Planning, Safety Element of the General Plan, Exhibit F: "100-Year and 500-Year Flood Plains," March 1994.*

[35] *City of Los Angeles Department of City Planning, Safety Element of the General Plan, Exhibit G: "Inundation and Tsunami Hazard Areas," March 1994.*

facility which is safely operated and not expected to breach. Given the large distance between the dam and the Project, Project implementation would not be able to adversely affect the structural integrity of the dam.

Measures to maintain the safety of the dam in accordance with dam safety regulations are the primary means of reducing damage or injury due to inundation occurring from dam failure. The California Division of Safety of Dams provides periodic review of all dams in the State; and dams and reservoirs are monitored by the City during storms. Measures are instituted in the event of potential overflow. According to the City's Safety Element, the City is reducing risk and preventing loss of life and property damage from natural and human-caused hazards, including dam failure.[36] Mitigation of potential seiche hazards is implemented by the LADWP through regulation of the level of water in its storage facilities and the provision of walls of extra height to contain seiches and prevent overflow or inundation. If a breach were to occur at the reservoir, flood water would disperse over a large area where water flows would be redirected by intervening development and changes in topography. Reservoir water, were it to reach the Project Site, would generally flow along roadways adjacent to or within the vicinity of the Project Site. Given the low likelihood of a breach and low potential of the Project to affect flows, the Project would not be expected to result in a significant impact with exposure of people and structures to risk of loss or injury associated with the Hollywood Dam. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

j. Inundation by seiche, tsunami, or mudflow?

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

As discussed under Checklist Question IX.i, the Project Site is located within the potential inundation area of the Hollywood Reservoir.[37] Mitigation of potential seiche hazards (i.e. sudden wave oscillation of the water surface due to seismic or other atmospheric activity) is implemented by the LADWP through regulation of the level of water in its storage facilities and the provision of walls of extra height to contain seiches and prevent overflow or inundation. With the regulation of the water surface and provision of extra height to contain seiches, and the distance between the dam and the Project Site, impacts with respect to seiche are considered less than significant.

The Project Site is located approximately 13 miles inland (east) from the Pacific Ocean and, therefore, would not be subject to a tsunami. The Project Site is also located in an area of relatively flat topography, and as such, there is minimal potential for mudflows. Therefore, impacts with respect to seiches, tsunamis, and mudflows would be less than significant. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

[36] *City of Los Angeles Department of City Planning, Safety Element of the General Plan, March 1994, page II-16.*

[37] *City of Los Angeles Department of City Planning, Safety Element of the General Plan, March 1994, page II-16.*

X. LAND USE AND PLANNING

Would the project:

a. Physically divide an established community?

Less Than Significant Impact. The Project Site is located within the Hollywood Community Plan Area and currently contains two single-story commercial buildings separated by a surface parking lot. The Project vicinity is highly urbanized and generally built out. The Project Site is located along a mixed commercial/residential boulevard with a variety of restaurants, gas stations, retail uses, banks and other services. Residential neighborhoods consisting of a mix of single-family, bungalow, duplex, and low- to mid-density apartment uses are located north and south of Hollywood Boulevard, and a mixed-use residential and commercial development is located immediately to the east. The Project would introduce new residential and commercial uses to the Project Site, in conformance with underlying zoning and land use designations, and similar to adjacent and nearby land uses. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

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. The Project Site is located within the Hollywood Community Plan Area. The 1988 Hollywood Community Plan designates the Project Site as High Density Residential with a footnote stating that "commercial uses may be permitted on properties designated as High Density Residential under LAMC Section 12.24W.15." The Project Site is zoned [Q] R5-2 (Multiple Dwelling Zone, Height District 2). Within this zoning designation, "R5" denotes a maximum density of one unit per 200 square feet of lot area. The "2" portion of the designation denotes that the Project Site is subject to the development limitations of Height District 2, which allows unlimited building heights and a maximum floor area ratio (FAR) of 6:1. However, the Specific Plan restricts the height of the Project to 75 feet and the FAR to 3.0:1, exclusive of any density bonuses available for the provision of affordable housing pursuant to Los Angeles Municipal Code (LAMC) Section 12.25.A. The "[Q]" portion of the Project Site's zoning refers to Project Site-specific "Qualified Conditions" established pursuant to Ordinance No. 165,664 that are more restrictive than the underlying R5 zone. For this Project Site, the [Q] condition limits residential density to that permitted in the R4 Zone (i.e., one dwelling unit per 400 square feet of lot area). The Project Site is located in Subarea C (Community Center) of the Specific Plan. Section 9.A of the Specific Plan allows uses permitted in the R4 Zone on any lot located within Subarea C. The Specific Plan restricts the height of mixed-use buildings in Subarea C to 75 feet; roofs and rooftop structures may be 85 feet in height, provided they meet setback and screening provisions.

In order to provide the 14 Very Low Income dwelling units proposed by the Project, a Density Bonus and two On-Menu Incentives are requested. The Project proposes to utilize the 35 percent increase in density permitted under LAMC Section12.22.A.25(c) for residential developments designating 11 percent of the proposed units for Very Low Income households. Second, the Project would utilize an On-Menu Incentive under LAMC Section12.22.A.25(f), permitting a 35 percent increase over the permitted FAR, which is limited to 3.0:1 under the Specific Plan. Although the 35 percent increase would allow a maximum FAR of 4.05:1, the Project proposes an FAR of only 3.60:1. Finally, the Project would utilize a second On-Menu Incentive to allow an additional 11 feet of building height over the 75 feet permitted under the Specific Plan, resulting in

a maximum building height of 86 feet. Because the On-Menu Incentives requested for the Project would result in a density and building height beyond that permitted by the underlying zoning in accordance with the Specific Plan, it is recommended that the Project's consistency with the provisions of the Specific Plan, LAMC, and other applicable plans regulating development on the Project Site, be analyzed further in an EIR.

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

No Impact. As discussed under Checklist Question IV, Biological Resources, the Project Site currently contains two unoccupied commercial buildings separated by a surface parking lot and located within the highly urbanized Hollywood community. The Project Site contains a small amount of ornamental landscaping. The Project Site is not located within a habitat conservation plan or natural community conservation plan. Therefore, the Project would not conflict with the provisions of any adopted conservation plan. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

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?

No Impact (a-b). The Project Site is not classified by the City of Los Angeles as an area containing significant mineral deposits, nor is the Project Site designated as an existing mineral resource extraction area by the State of California. Additionally, the Project Site is designated for high-density residential and "Community Center" uses under the Hollywood Community Plan and Specific Plan. Because the Project Site is not designated as a mineral extraction land use, the chances of uncovering mineral resources during construction and grading would be minimal. Project implementation would not result in the loss of availability of a known mineral resource of value to the region and residents of the State, nor of a locally important mineral resource recovery site. No impacts to mineral resources would occur. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

XII. NOISE

Would the project result in:

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

Potentially Significant Impact. Construction of the Project would require the use of heavy construction equipment (e.g., bulldozers, backhoes, cranes, loaders, etc.) that would generate noise on a short-term basis. Operation of the Project may increase existing noise levels as a result of Project-related traffic, heating, ventilating, and air conditioning, or HVAC, systems, loading/unloading of trucks, and resident/guest activities on the Project Site. Project residents may also be subject to noise levels in excess of applicable standards for residential uses as the result of proximity to off-site uses, including the Hollywood Freeway.

As such, nearby sensitive uses, including adjacent residential uses, could potentially be affected. Therefore, it is recommended that the Project's potential to exceed noise standards be analyzed further in an EIR.

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

Potentially Significant Impact. Construction of the Project may generate groundborne vibration and noise due to site grading, clearing activities, and haul truck travel. In addition, Project construction may require the installation of piles by vibratory methods in accordance with the recommendations of the Geotechnical Investigation.[38] As such, the Project would have the potential to expose people to or generate excessive groundborne vibration and noise levels during short-term construction activities. Therefore, it is recommended that this construction-related ground vibration be analyzed further in an EIR.

Post-construction on-site activities would be limited to residential and retail uses that would not generate excessive groundborne noise or vibration. As such, Project operation would not expose people to excessive groundborne vibration or noise, resulting in a less than significant impact. No mitigation measures are required and no further analysis of operational ground vibration in an EIR is recommended.

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

Potentially Significant Impact. As discussed under Checklist Question XII.a, operation of the Project may increase existing noise levels as a result of Project-related traffic, HVAC systems, loading/unloading of trucks, and resident/guest activities on the Project Site. Therefore, it is recommended that potential impacts associated with a substantial permanent increase in ambient noise levels be analyzed further in an EIR.

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

Potentially Significant Impact. As discussed under Checklist Question XII.a, construction of the Project would require the use of heavy construction equipment (e.g., bulldozers, backhoes, cranes, loaders, etc.) that would generate noise on a short-term basis. Therefore, it is recommended that potential impacts associated with a temporary or periodic increase in ambient noise levels be further analyzed in an EIR.

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

No Impact. The Project Site is not located within an airport land use plan or within two miles of an airport. The nearest airport to the Project Site is the Burbank Bob Hope Airport, which is located approximately seven miles north of the Project Site. Therefore, the Project would not expose an on- or off-site population to excessive noise levels from airport use. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

[38] *Geocon West, Inc., Op. Cit., pages 25–31.*

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. As previously discussed, the nearest airport is the Burbank Bob Hope Airport, located approximately seven miles north of the Project Site. As such, the Project is not within the vicinity of a private airstrip and would not expose people residing or working in the area to excessive noise levels. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

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)?

Population

Less than Significant Impact. Population growth and future development projections are prepared by SCAG. SCAG provides current and projected population, housing and employment estimates for the region as a component of the Regional Transportation Plan (RTP). SCAG bases its estimates, in part, on anticipated development by local jurisdictions based on their General Plans, Zoning and on-going development activity. The SCAG projections serve as the basis for providing infrastructure and public services by various jurisdictions and service agencies throughout the region.

The 2012–2035 RTP reports demographic data for 2008, 2020 and 2035. The 2008 demographic estimates are "backcast" based on the 2010 census data. That is, SCAG applies its growth assumptions backward to reach the population numbers that would need to have occurred in 2008 if the 2010 census counts were to be met. The 2020 and 2035 projections apply the SCAG growth assumptions to the 2008 baselines.[39] The 2012 RTP forecasts represent the likely growth scenario for the Southern California region in the future, taking into account recent and past trends, reasonable key technical assumptions, and local or regional growth policies. An estimate of the 2014 baseline population and growth projections for 2018 and 2035 are shown in **Table B-1**, *Projected Population, Housing and Employment Estimates*.[40] As shown in Table B-1, the Hollywood Community Plan area population is expected to increase by 4,360 people or 2 percent by 2018, the potential Project buildout year. The City of Los Angeles population is expected to grow by 92,167 people or two percent during that same period.

By 2035, the Horizon year of the SCAG projections, the population is expected to increase in the Hollywood Community Plan area by 19,014 people or nine percent. The City population is expected to grow by 439,500 people or 11 percent during that same period.

[39] *SCAG provides City and County population, housing, and employment estimates for 2008, 2020 and 2030 via its website at: http://www.scag.ca.gov/forecast/index.htm.*

[40] *The 2014 baseline estimate was determined by interpolating from data presented in the SCAG projections.*

Table B-1

Projected Population, Housing and Employment Estimates

		Project Buildout Year - 2018			SCAG Projection Horizon - 2035		
	2014 Baseline	Projected	Total Growth	Percentage Increase	Projected	Total Growth	Percentage Increase
			Population				
Hollywood Community Plan Area	206,523	210,011	4,360	2%	225,537	19,014	9%
City of Los Angeles	3,881,100	3,954,833	92,167	2%	4,320,600	439,500	11%
			Housing				
Hollywood Community Plan Area	99,005	102,181	3,970	4%	113,513	14,508	15%
City of Los Angeles	1,382,800	1,431,400	60,750	4%	1,626,600	243,800	18%
			Employment				
Hollywood Community Plan Area	99,534	100,835	1,627	2%	106,464	6,930	7%
City of Los Angeles	1,776,450	1,803,950	34,375	2%	1,906,800	130,350	7%

Source: Based on SCAG data prepared for the 2012 – 2035 RTP. Estimates for years presented in the table are based on interpolation of data presented in the RTP. Compiled by PCR Services Corporation, 2015.

Based on an average household size of 2.03,[41] the Project's 161 dwelling units would generate a population increase of approximately 327 people. This increase represents approximately 0.16 percent of the current population of the Hollywood Community Plan Area and 7.5 percent of the anticipated increase in the Hollywood Community Plan Area anticipated in 2018. The Project's estimated population also represents approximately 1.7 percent of the Hollywood Community Plan Area's population increase anticipated in 2035.

The 1988 Hollywood Community Plan was developed to provide direction in land use development for a population that was estimated to reach 219,000 people for the time period ending in 2010, an increase of 38,000 people over the population estimate of 181,000 in the 1980 census. At the same time, the 1988 Hollywood Community Plan provided for a population capacity of 231,483 people.[42] As shown in Table B-1, previously referenced, the 2014 population estimate for the Hollywood Community Plan area is 206,523, approximately 12,477 fewer people in 2014 than had been projected in the Community Plan area for 2010.

[41] *The average household size of 2.03 persons per unit reflects the average for the Hollywood Community Plan Area, based on 2010 Census data.*

[42] *This estimate is based on the 1988 Hollywood Community Plan statement on page HO-3 that the Plan capacity is 5.7 percent in excess of the projected population figure for the year 2010. The Hollywood Community Plan Update Final EIR, Section 3.0 Responses to Comments, page 3-4, indicates that the capacity is actually 235,850.*

With the addition of the Project's estimated population of 327 people, the total Hollywood community population in 2014 would be 206,850.

The addition of the Project's population to the existing Hollywood Community Plan Area's population is well below the 219,000 population estimate for 2010 and the 231,483 plan capacity of the 1988 Hollywood Community Plan (24,633 less than estimated capacity under the 1988 Community Plan). Therefore, because the Project's increased population would not exceed the estimated population of the 1988 Hollywood Community Plan, and would be consistent with its guidelines for accommodating growth, impacts with respect to population would be less than significant. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

Housing

Less than Significant Impact. The General Plan Housing Element provides guidance for meeting the City's need for housing per the allocation defined in SCAG's 2012 Regional Housing Needs Assessment (RHNA) (adopted December 3, 2013). The 2013–2021 Housing Element identifies a need for 82,002 new housing units Citywide, of which 35,412 units would be for above moderate income households. The Housing Element also establishes quantifiable objectives that it expects to have met for the provision of 59,559 units, of which 46,500 units would be for above moderate income households. The Project's 161 dwelling units would contribute to the City's housing needs identified in the RHNA.

The Housing Element also carries forward the goals of the Framework Element Housing chapter to encourage infill development and to increase density in higher-intensity commercial and mixed-use districts, centers and boulevards, and in proximity to transit. The Project would meet this objective by locating housing within Subarea C (Community Center) of the Specific Plan. Further, the Project Site would be located on Hollywood Boulevard just east of and across the Hollywood Freeway from the commercial center of Hollywood, and within close proximity of mass transit options, including the Los Angeles County Metropolitan Transportation Authority (Metro) Red Line subway station at the intersection of Hollywood Boulevard and Western Avenue, approximately 0.4 mile east of the Project Site. Because the residential use provided under the Project would be consistent with the City's housing goals, impacts with respect to housing would be less than significant. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

Employment

Less than Significant Impact. Except for five live/work units which support ground-level retail space fronting Hollywood Boulevard, the Project does not contain a commercial or industrial component. As such, the direct generation of employment opportunities would be minimal and within the employment projections for the Hollywood community. Impacts with respect to employment would be less than significant. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

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?

No Impact (b-c). No residential uses are currently located on the Project Site, and no residential uses were located on the Project Site in the past. No residents, who would require the construction of new housing elsewhere, would be displaced. No impacts would occur. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

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. The Los Angeles Fire Department (LAFD) provides fire protection and emergency medical services in the City. The nearest fire station to the Project Site is Fire Station No. 82 at 5769 Hollywood Boulevard (directly across Hollywood Boulevard from the Project Site) and this station would be the first to respond to an emergency. The newly expanded and upgraded Fire Station No. 82 was relocated to this location in February 2012 as part of the LAFD improvement completed under Proposition F and Measure J.[43] The new facility was constructed to provide the fire services that had previously been provided in a smaller, outmoded structure at 1800 N. Bronson Avenue. The new facility is larger in size than the prior station and built to current standards, with more bays and firefighting capacity than the previous facility. An annex to the new Fire Station 82 has been constructed at the former Fire Station 82 site on N. Bronson Avenue.[44],[45] Fire Station No. 82 has an average response time of 4 minutes 47 seconds and currently supports one Engine Company and one Ambulance Unit.[46]

Construction activities associated with the demolition of the existing on-site structures and the construction of the Project may temporarily increase the demand for fire protection and emergency medical services, and may cause the occasional exposure of combustible materials, such as wood, plastics, sawdust, coverings and coatings, to heat sources including machinery and equipment sparking, exposed electrical lines, welding activities, and chemical reactions in combustible materials and coatings. However, in compliance with OSHA and Fire and Building Code requirements, construction managers and personnel would be trained in fire

[43] *City of Los Angeles, Department of Public Works, Bureau of Engineering, Los Angeles 2000 Proposition F, Fire Facilities Bond Progress Report June-July 2014, http://eng.lacity.org/projects/fire_bond/documents/current_monthly_report.pdf. Accessed August 5, 2014.*

[44] *Ibid.*

[45] *Grand Opening of LAFD Fire Station 82 in Hollywood. LAFD News and Information. June 1, 2012 http://lafd.blogspot.com/2012/05/grand-opening-of-lafd-fire-station-82.html. Accessed August 5, 2014.*

[46] *Captain Luke A. Milick, Commander, Los Angeles Fire Department, Hydrant and Access Unit, email correspondence for the 6250 Sunset Boulevard Residential Project dated August 4, 2014.*

prevention and emergency response. Fire suppression equipment specific to construction would be maintained on-site. No construction parking or staging would occur on adjacent residential streets. Infrastructure improvements may require minor work within adjacent streets. As such, some partial lane closures on Hollywood Boulevard adjacent to the Project Site may occur. However, these closures would be temporary in nature and in the event of partial lane closures, both directions of travel on Hollywood Boulevard would be maintained. Further, emergency vehicle drivers 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. Project construction activities would not impede access to other nearby uses. As such, project construction would result in a less than significant impact with respect to fire protection services.

Regarding Project operations, because the Project would introduce a new multi-story building and approximately 327 residents and ground-level retail space to the Project Site, greater demand on LAFD fire protection, emergency medical services, and emergency response times would be generated. Fire Station 82 has an average response time of less than 5 minutes and, because of the proximity of the station, response times are expected to be less than average. Thus, response distances and response times are considered adequate. Further, Fire Station 82 is a recently completed, modern facility with adequate equipment levels to serve mid-rise buildings such as those in the Project vicinity and proposed by the Project. No new facilities would need to be constructed to meet LAFD performance standards with respect to the Project Site.

To further reduce the potential for the incidence of fire, the Project would be developed consistent with all applicable provisions of the Fire Code, including the provision of water line improvements and connections as required, which are enforced through LAFD review of all building plans. For Instance, Division 112 of the Fire Code requires that all residential buildings must include smoke detectors in hallways, inside each residential unit and common areas. All smoke detectors must be maintained in dependable operating condition and tested every six months or as required by the Chief. In addition, no person shall use, maintain, or allow to exist any portable, fuel-burning, unvented room heater in any residential occupancy or compressed gases or liquefied flammable gases. Division 33 of the Fire Code (Section 57.33.17) requires a stairway identification system for buildings three or more stories in height. The submittal and review of buildings plans is enforced through regulatory requirements of the Fire Code. In addition, because the highest floor level is more than 75 feet above the street (the nearest emergency vehicle access), it would be subject to Division 118 of the Fire Code, which pertains to high-rise buildings. The Project would incorporate applicable provisions of the Fire Code, including installation of automatic sprinkler systems, smoke detectors and appropriate signage and internal exit routes to facilitate a building evacuation if necessary, as well as a fire alarm system, building emergency communication system and smoke control system. Because LAFD access to the Project Site is adequate, and the Project would be required to comply with all Fire Code requirements pertinent to the specific design and height of the proposed building, impacts on fire protection facilities, services, and response times would be less than significant. LAFD review of the Project's design plans is required pursuant to the standard City Regulatory Compliance Measure IS-10, below. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

Regulatory Compliance Measures:

Regulatory Compliance Measure IS-10: The recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in

width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

b. Police Protection?

Less than Significant Impact. The Los Angeles Police Department (LAPD) provides police protection services in the City of Los Angeles. The LAPD is divided into four Police Station Bureaus: Central Bureau, South Bureau, Valley Bureau, and West Bureau. Each of the Bureaus encompasses several communities. The Project Site is located in the West Bureau of the LAPD, which serves the communities of Hollywood, Wilshire, Pacific and West Los Angeles, as well as the West Traffic Division, which includes the neighborhoods of Pacific Palisades, Westwood, Century City, Venice, Hancock Park, and the Miracle Mile.

Specifically, the Project Site is served by the Hollywood Community Police Station located at 1358 North Wilcox Avenue (approximately one mile from the Project Site). The service area of the Hollywood Community Police Station is roughly bordered by Normandie Avenue on the east, West Hollywood on the west, Mulholland Drive on the north and Beverly Boulevard on the south. Neighborhoods served by the Hollywood Community Police Station include Hollywood, Mount Olympus, Fairfax District (north of Beverly Boulevard), Melrose District, Argyle Avenue, and Los Feliz Estates.[47]

The Hollywood Community Police Station has approximately 357 sworn officers and currently serves a residential population of approximately 128,418 people, with 8,309 crimes reported in 2013, the most recent year for which reporting is available.[48] This represents an officer-to-population ratio of approximately one to 360.8 and an annual crime rate of 0.065 crimes per capita.

During Project construction, equipment and building materials could be temporarily stored on-site, which could encourage theft or vandalism, potentially requiring LAPD involvement. To prevent incidence of theft or vandalism, the construction site would be fenced in accordance with standard City Regulatory Compliance Measure IS-11 below. Further, standard City Regulatory Compliance Measure IS-12 would require the provision of an after-hours security guard during Project construction. As previously discussed, infrastructure improvements may require minor work within adjacent streets. As such, some partial lane closures on Hollywood Boulevard adjacent to the Project Site may occur. However, any closure would be localized to the area of the utility improvements and limited to a few hours. Even in the event of partial lane closures, both directions of travel on area roadways and access to the Project Site would be maintained. Further, emergency vehicle drivers 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. Moreover, Project construction activities would not impede access to other nearby uses. Given these factors, the Project is not expected to increase demand on existing services to a meaningful extent. Therefore, the Project would have a less than significant temporary impact on police services during construction.

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[47] *Los Angeles Police Department: About Hollywood. Available at: http://www.lapdonline.org/hollywood_community_police_station/content_basic_view/1665. Accessed November 12, 2014.*

[48] *Officer Leanid Tsap, Senior Lead Officer, Community Relations Section, Crime Prevention Unit, Los Angeles Police Department, correspondence for the 6250 Sunset Boulevard Residential Project dated September 23, 2014. Study.*

With regard to operations, based on the crime rate of 0.065 crimes per capita, the Project's increase in residents (327) could generate roughly 21 additional crimes. This represents an approximately 0.25 percent increase in the crimes reported in the Hollywood Area. The increase in service population from 128,418 residents to 128,745 residents in the Hollywood Community Police Station service area directly resulting from the Project would reduce the officer-to-resident ratio from one officer per 360.8 residents to one officer per 360.6 residents, assuming no additional officers are hired. If it were determined that additional officers would be needed to maintain existing service ratios, the Project's residential contribution would be less than one additional officer.[49] The Project's provision of 4,747 square feet of ground-level retail space is expected to generate approximately 14.24 employees that could be anticipated to move to the Hollywood Community Police Station service area and thus increase the service population.[50] This increase would result in a negligible increase in demand for police protection services. LAPD does not provide crime rates for non-residential population; rather, crime associated with non-commercial activity is reflected within the overall community service ratio based on the residential population. However, the Project's retail components may contribute to the need for police services. Without accounting for the benefits of Project security features, such as security lighting and controlled residential access, if the 14.24 employees were considered Project residents, they would contribute a potential need for 0.04 additional officers.[51] Even considering the additional retail space, the Project's contribution would be less than one additional officer. If it were determined that an additional officer were needed to maintain existing service ratios, such a negligible increase could be served by an additional officer without the need for new police facilities.

The average emergency response time within the Hollywood Community Police Station service area of 5.0 minutes is less than the Citywide average of 5.9 minutes. Although Project-related increase in traffic on surrounding roadways could potentially affect emergency response times in the area, substantial increases are not anticipated. Emergency response to a site is routinely facilitated, particularly for high priority calls, through use of sirens to clear a path of travel, driving in the lanes of opposing traffic, use of alternate routes, and multiple station response. The Project Site is located on a major roadway and emergency vehicles would have priority and the ability to bypass signals and stopped traffic. Thus, project-related traffic is not anticipated to impair the LAPD from responding to emergencies at the Project Site.

The Project design also includes a number of design characteristics that would deter crime, including a 24-hour video surveillance system, secure main gate, security lighting, structure parking, and open central courtyard. The implementation of these design features would incrementally reduce demand for police services. Because of the proximity of the Project Site to a major roadway, on-site security features, and minimal change in the officer per resident ratio, in an area with a higher than average officer per resident ratio, impacts on police facilities, services, and response times would be less than significant. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

[49] *327 new residents x one officer per 360.6 residents = 0.91 additional officer.*

[50] *Based on a Police Service Population Conversion Factor for Commercial Use (4,747 square feet commercial) of 3 persons/1,000 square feet provided in the L.A. CEQA Thresholds Guide (2006). (4,747 square feet/1,000 square feet X 3 persons = 14.24 employees.)*

[51] *14.24 new guests x one officer per 360.6 guests = 0.04 additional officer.*

Regulatory Compliance Measures:

Regulatory Compliance Measure IS-11: During construction, fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

Regulatory Compliance Measure IS-12: During construction, the Project Site shall retain an after-hours (i.e., 7:00 P.M. to 5:00 A.M.) security staff to prevent thefts of materials to minimize criminal activity during construction of the project.

c. Schools?

Less than Significant Impact. The Project Site is located within the jurisdiction of the Los Angeles Unified School District (LAUSD) District 4. LAUSD schools serving the Project Site include Grant Elementary School, Le Conte Middle School, and Hollywood High School. LAUSD has established student generation rates for a variety of uses including residential development (multi-family) as well as other employment generating uses, e.g. retail, hotel, industrial and office uses. Based on LAUSD generation rates, the number of students that could be generated by the Project is illustrated in **Table B-2**, *Estimated Number of Students Generated by the Project*. As shown in Table B-2, the Project is expected to generate approximately 27 elementary school students, 7 middle school students, and 15 high school students. **Table B-3**, *Existing Capacity and Enrollment of LAUSD Schools Serving the Project Site*, lists these schools' location, distance from the Project Site, capacity, actual and residential enrollments, and available seating capacity.

Table B-2

Estimated Number of Students Generated by the Project

Land Use	Development Proposed	Units	Elementary School	Middle School	High School	Total[d]
Residential[a,b]	161	Units	27	7	15	**49**
Retail[c]	5,747	Sq.ft.	0	0	0	**0**
Total			**27**	**7**	**15**	**49**

[a] *Student Generation Rates for residential uses are based on the LAUSD's 2012 School Facilities Needs Analysis, September 2012.*

[b] *Residential generation rates per Multi-family residential unit are: Elementary = 0.1649; Middle School = 0.045; High School = 0.0903.*

[c] *Student Generation rates for retail uses are taken from the 2010 Commercial/Industrial Development School Fee Justification Study, LAUSD, September 27, 2010 -- the most recent data available for non-residential uses. For each 1,000 sf of non-residential space -- Elementary = 0.0178; Middle School = 0.0089; High School = 0.0111.*

[d] *Total number of students has been rounded up, in order to provide whole student number counts.*

Source: PCR Services Corporation, 2015.

As shown in Table B-3, Grant Elementary School has a residential enrollment (i.e. students living in the attendance boundary) of 750 students. The actual enrollment (the number of students attending the school) is 614 students. Based on the school's capacity of 708 students and the residential enrollment of 750 students, the school is considered, pursuant to LAUSD evaluation criteria, overcrowded with a current seating shortage of 42 seats. The school's actual enrollment of 614 students with a residual of 94 seats does not translate into an actual shortage in seats at the school currently. LAUSD predicts both increased capacity

Table B-3

Existing Capacity and Enrollment of LAUSD Schools Serving the Project Site

School	Distance From Project Site	Capacity	Resident Enrollment	Actual Enrollment	Available Seating Capacity [a]
Grant Elementary School (K-6) 1530 N Wilton Place	0.8 mile east	708	750	614	-42 [b]
Le Conte Middle School (6-8) 1316 N Bronson Avenue	0.5 mile southeast	1,033	847	666	186
Hollywood High School (9-12) 1521 N Highland Avenue	0.9 mile west	1,885	881	1,303	1,004

[a] *Capacity minus residential enrollment*

[b] *LAUSD considers a school to have a shortage of capacity if there is not a safety factor of 30 seats available.*

Source: City of Los Angeles, Department of City Planning – Environmental Analysis Section. Palladium Residences Draft Environmental Impact Report, Chapter 4.K.3, Schools, October 2014. Available at: http://cityplanning.lacity.org/eir/PalladiumResidences/DEIR/Start_Menu-Palladium%20Residences-DEIR.html.

at Grant Elementary (based on implementation of its operational goals) and reduced enrollment at this school in the future. This would result in excess available capacity by 2018, the potential completion date of the Project. By 2018, the projected enrollment capacity for Grant Elementary School is estimated to be 852 students, with a projected residential enrollment of 550 students. This indicates an available capacity of 302 seats. Because the Project would generate approximately 27 elementary school students, it would not exceed Grant Elementary School's available capacity of 302 seats.

Le Conte Middle School has a school capacity for 1,033 students and a residential enrollment of 847 students, resulting in 186 seats of estimated available capacity. The school's actual enrollment is currently 666 students resulting in 367 available seats. Le Conte Middle School has a projected 2018 capacity of 1,676 seats and projected residential enrollment of 749 students, resulting in an available capacity of 927 seats. The Project is estimated to generate 7 middle school students, which is substantially less than the available seating capacity. Therefore, the Project would not exceed the available seating capacity of Le Conte Middle School.

Hollywood High has a school capacity for 1,885 students and a residential enrollment of 881 students, resulting in 1,004 seats of estimated available capacity. The school's actual enrollment is currently 1,303 students, resulting in a residual seating capacity of 582 seats. Hollywood High School has a projected 2018 capacity of 1,676 seats and projected residential enrollment of 749 students, resulting in an available capacity of 927 seats. The Project is estimated to generate 15 high school students, which is substantially less than the available seating capacity. Therefore, the Project would not exceed the available seating capacity at Hollywood High School.

The Project's estimated student generation is likely somewhat conservative because the proposed studio and one-bedroom units would not likely generate school-aged children due to their size limitation for families with children. To the extent that on-site development increases demand at LAUSD schools serving the Project Site, State law, including Government Code Section 65995 and Education Code Section 17620, requires the payment of fees at a specified rate for the funding of improvements and expansion to school facilities. Such fees are paid at the issuance of building permits. Payment of such fees is intended for the general purpose of addressing the construction of new school facilities, whether schools serving the Project in question are above or below capacity. In accordance with Senate Bill 50 (SB 50), enacted in 1998, the payment of this fee is deemed to provide full and complete mitigation for impacts to school facilities. The payment of these fees is required pursuant to standard City Regulatory Compliance Measure IS-13 below. Because the Project would not exceed projected capacity at the LAUSD schools serving the Project Site and would be required to pay school mitigation fees pursuant to Government Code 65995, impacts on schools would be less than significant. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

Regulatory Compliance Measures:

Regulatory Compliance Measure IS-13: The Applicant shall pay school fees to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the Project area.

d. Parks?

Less than Significant Impact. The Los Angeles Department of Recreation and Parks (LADRP) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City of Los Angeles. Currently, the LADRP maintains over 15,000 acres of parkland within approximately 400 neighborhood and regional parks. In addition to parkland, the LADRP operates 184 recreation centers, 61 swimming pools, 11 lakes, seven camps, more than a dozen museums and historic sites, and hundreds of programs for youth, senior, physically disabled and volunteers.[52] The City has an estimated existing Citywide ratio of 0.76 acres of neighborhood and community parkland per 1,000 residents. The Hollywood Community Plan area has an existing ratio of 0.41 acres of neighborhood and community parkland per 1,000 residents.[53]

In addition to Griffith Park, which is a regional park easily accessible to the Project Site, the following parks are located in the Project vicinity and would likely serve Project residents:

1. De Longpre Park - 1350 N. Cherokee Avenue
2. Hollywood Recreation Center - 1122 N. Cole Avenue
3. Las Palmas Senior Citizen Center -1820 N. Las Palmas Avenue
4. Lexington Avenue Pocket Park - 5523 W. Lexington Avenue
5. Selma Park - 6567 W. Selma Avenue

[52] *Los Angeles Department of Recreation and Parks website, "Who We Are". http://www.laparks.org/dos/dept/who.htm. Accessed September 22, 2014.*

[53] *Written correspondence from Michael A. Shull, Superintendent, LADRP, August 23, 2013.*

6. Yucca Community Center - 6671 W. Yucca Street
7. Barnsdall Art Park Recreation Center - 4800 W. Hollywood Boulevard
8. Wattles Garden - 1824 N. Curson Avenue
9. Griffith Park - 3900 E. Chevy Chase Drive
10. Runyon Canyon - 2000 N. Fuller Avenue

City Parks Standards

City Public Recreation Plan

The City's Public Recreation Plan (PRP) expresses a desire to provide neighborhood parks at a minimum of two acres per 1,000 persons and community parks at a minimum of two acres per 1,000 persons, for a total of four acres of neighborhood and community parks per 1,000 residents. However, the PRP notes that these long-range goals may not be reached during the life of the PRP, and includes a desired short- and intermediate-term-goal to provide neighborhood parks at a minimum of one acre per 1,000 persons and community parks at a minimum of one acre per 1,000 persons, for a total of two acres of neighborhood and community parks per 1,000 residents. As previously discussed, the City has an estimated existing Citywide ratio of 0.76 acres of neighborhood and community parkland per 1,000 residents, and the Hollywood Community Plan area has a ratio of 0.41 acres of neighborhood and community parkland per 1,000 residents.

Based on an average occupancy of 2.03 persons per unit, the Project's 161 dwelling units would generate approximately 327 new residents, which would require 1.31 acres[54] of parkland to meet the PRP's long-range standard of four acres per 1,000 persons and 0.65 acres[55] to meet the PRP's more attainable short- and intermediate-range standard of two acres per 1,000 persons. The Project would provide approximately 15,791 square feet (0.36 acres) of common open space and private recreation amenities, which can be counted toward the PRP's open space standards, but would not provide any on-site parkland. In the case of the Project, common open space areas that would serve the same function as parkland are counted towards these goals. Outdoor common recreation area and amenities available to Project residents would include a street-level pool and spa courtyard along the western edge of the Project Site; an internal podium (second-level) courtyard with landscaping and seating areas; an open-air terrace; a community rooftop terrace with seating area. Indoor common space/recreational amenities would include a ground floor clubhouse, conference room, business center, media room, fitness center, and games room. The Project's 13,914 square feet of common open space and recreation area is equivalent to a service ratio of approximately 42,550 square feet (0.98 acres) per 1,000 residents. As a result, the Project would provide common open space area greater than the existing service levels of 0.7 acre of neighborhood and community parkland per 1,000 residents Citywide, and 0.41 acre of neighborhood and community parkland per 1,000 residents in the Hollywood Community Plan area. Nonetheless, the Project would not meet the PRP's short- or long-range standards of two or four acres per 1,000 residents, respectively.

As a result, the Project would be expected to place additional demand on parks in the Project vicinity. Some of this additional demand would be off-set by the on-site facilities because it is anticipated that residents

[54] *327 residents ÷ 1,000 persons = 0.327 X 4 acres = 1.31 acres of parkland.*

[55] *327 residents ÷ 1,000 persons = 0.327 X 2 acres = 0.65 acres of parkland*

would prefer the use of these facilities over public parks due to convenience, proximity and a mix of facilities tailored to meet the preferences of the Project residents. In this way, the Project's provision of on-site open space and recreation facilities would reduce any increase in demand on area parks by Project residents. Nonetheless, some Project residents would still be expected to utilize nearby park amenities such as picnic areas, sports fields, and basketball courts. Because these local area parks provide a variety of facilities at accessible locations, it is expected that impacts at any single park location would be small and the Project contribution to park use would not cause substantial degradation of existing facilities or require a new public park. Adherence to standard City Regulatory Compliance Measure IS-14 below, which requiring the dedication of parkland, payment of in-lieu fees, or provision of comparable on-site recreational facilities in compliance with the LAMC, further ensures that the Project would not result in physical impacts associated with the provision of new or physically altered parks in order to maintain acceptable service ratios outlined in the PRP.

Communitywide Needs Assessment

With regard to the City's park standards, the City's 2009 Community-Wide Needs Assessment provides standards for the provision of park space. That document recommends service levels of 0.10 acres of mini-parks per 1,000 residents, 1.50 acres of neighborhood parks, and two acres of community parks, for a total of 3.60 acres of parkland per 1,000 residents. To meet this standard, a residential project of 327 residents (i.e., the Project) would require 1,424 square feet (0.03 acre)[56] of mini parks, 21,366 square feet (0.49 acres)[57] of neighborhood parks, 28,488 square feet (0.65 acres)[58] of community parks, and 51,278 square feet (1.17 acres)[59] of total park area to be consistent with the parkland standards of the 2009 Community-Wide Needs Assessment. In the case of the Project, common open space areas that would serve the same function as parkland are counted towards these goals. As previously discussed, the Project would not provide any parkland, but would provide 13,914 square feet (0.32 acres) of common open space and recreation area at the Project Site. While the Project's provision of open space would meet the goal for mini parks, it would fall short of the ratio for neighborhood parks, community parks, and total parkland. Also as previously discussed, this would likely result in increased demand at area parks facilities, although any increase would be less than significant due to the use of on-site facilities, the dispersion of Project residents through the several recreation facilities in the Project vicinity, and through the dedication of parkland or payment of in-lieu fees in accordance with standard City Regulatory Compliance Measures IS-14 and IS-15 below. These mitigation measures require the dedication of parkland, payment of in-lieu fees, or provision of comparable on-site recreational facilities in compliance with the LAMC, as well as payment of the City's Dwelling Unit Construction Tax for apartment buildings. Adherence to standard City Regulatory Compliance Measures IS-14 and IS-15 below would ensure that the Project does not result in physical impacts associated with the provision of new or physically altered parks in order to maintain acceptable service ratios outlined in the 2009 Community-Wide Needs Assessment.

[56] *327 residents ÷ 1,000 persons = 0.327 X 0.10 acres = 0.03 acres of mini parks*

[57] *327 residents ÷ 1,000 persons = 0.327 X 1.50 acres = 0.49 acres of neighborhood parks*

[58] *327 residents ÷ 1,000 persons = 0.327 X 2.00 acres = 0.65 acres of community parks*

[59] *327 residents ÷ 1,000 persons = 0.327 X 3.60 acres = 1.17 acres of total parkland*

Los Angeles Municipal Code

As previously discussed, Regulatory Compliance Measure IS-14 requires the dedication of parklands or the payment of in-lieu fees. Under LAMC Section 17.12, which was enacted in accordance with the requirements of the Quimby Act, a project's provision of on-site common open space and recreation facilities may be credited towards the required dedication of parkland ort the payment of in-lieu fees, provided the provided open space meets the City's requirements for parkland. Specifically, pursuant to LAMC Section 17.12.F, recreational areas that qualify include, in part, indoor recreation areas, gyms, and swimming pools and spas (when the spas are an integral part of a pool complex). Furthermore, the recreational areas proposed as part of a project must meet the following standards in order to be credited against the requirement for land dedication: (1) each facility is available for use by all of the residents of a project; and (2) the area and the facilities satisfy the park and recreation needs of a project so as to reduce that project's need for public recreation and park facilities. The finalized Project design would be reviewed by the Department of City Planning to determine whether proposed facilities meet the applicable criteria for consideration or additional park land dedication. If the City determines that some of the space provided does not meet the requirements, then a project must provide additional facilities or pay an in-lieu fee for any shortfall in accordance with the Quimby Act and LAMC Section 17.12 to be applied to improving park services and reducing park impacts in the Project vicinity. In the case of the Project, this provision is stipulated by standard City Regulatory Compliance Measures IS-14 and IS-15 below.

Additional project open space requirements are established by LAMC Section 12.21(G), which requires residential projects to provide a minimum of 175 square feet of usable open space area per dwelling unit for units with more than three habitable rooms, 125 square feet for units with three habitable rooms and 100 square feet with units less than three habitable rooms. At least 50 percent of the open space area is required to be common open space available to all Project residents. A minimum of 25 percent of the open space (4,350 square feet or 0.10 acres) must be planted with ground cover, shrubs, or trees. Indoor recreation amenities can account for up to 25 percent of the usable open space requirements. When these provisions are applied to the Project, a minimum of 17,400 square feet (0.40 acre) of open space and recreation area would be required, with at least 8,700 square feet included as common open space area. As previously discussed, the Project would provide 13,914 square feet of common open space and recreation amenities. The remainder of the requirements of LAMC Section 12.21(G) would be met through the provision of 4,450 square feet of private open space in the form of private patios, balconies, and rooftop terraces. When combined, the Project would provide a total of 18,364 square feet (0.42 acre) of open space and recreation amenities for Project residents, thus exceeding the private open space requirements of LAMC Section 21.21(G). The Project would provide 4,586 square feet of landscaped area, which constitutes 25 percent of the total provided open space, thus meeting the requirements of LAMC section 12.21(G). At 4,450 square feet, the Project's indoor amenity areas would also meet the open space requirements by constituting only 21 percent of the provided open space. Therefore, the Project would comply with this open space provision of the LAMC and a less than significant impact would result.

The finalized Project design would be reviewed by the Department of City Planning to determine whether proposed facilities meet the applicable criteria for consideration or additional park land dedication, and assess fees in accordance with LAMC Section 17.12 for any calculated shortfall. Further, the Project would be required to pay the Dwelling Unit Construction Tax stipulated by LAMC Section 21.10, which would be used to provide parks and recreation facilities within the Project vicinity. In this regard, standard City Regulatory Compliance Measures IS-14 and IS-15 provided below ensure compliance with the appropriate LAMC parkland dedication standard.

With the provision of on-site open space and recreation amenities, and/or the in-lieu payment of parks fees in accordance with LAMC Section 17.12, subject to the determination of the Department of City Planning, impacts to parks would be less than significant. No mitigation measures or further analysis of this topic in an EIR is recommended.

Regulatory Compliance Measures:

Regulatory Compliance Measure IS-14: In the event that the Project's amenities do not provide sufficient credit against the Project's land dedication and/or in lieu fee requirement as required by LAMC Section 17.12, the Applicant shall do one or more of the following: (1) dedicate additional parkland to meet the requirements of LAMC Section 17.12; (2) pay in-lieu fees for any land dedication requirement shortfall; or (3) provide on-site improvements equivalent in value to said in-lieu fees.

Regulatory Compliance Measure IS-15: Per Section 21.10 of the LAMC (Dwelling Unit Construction Tax), the Applicant shall pay applicable Recreation and Park fees to improve existing facilities in the project area, expand existing park sites, or add new park sites.

e. Other governmental services (including roads)?

Less than Significant Impact. The Los Angeles Public Library (LAPL) provides library services to the City of Los Angeles. Four public libraries, including the Frances Howard Goldwyn-Hollywood Regional Branch Library at 1623 North Ivar Avenue (approximately 0.71 mile west of the Project Site), the Will and Ariel Durant Branch Library at 7140 West Sunset Boulevard (approximately 1.38 miles to the west of the Project Site), the John C. Fremont Branch Library at 6121 Melrose Avenue (approximately 1.57 miles southwest of the Project Site, and the Los Feliz Branch Library at 1874 Hillhurst Avenue approximately 1.63 miles east of the Project Site would be conveniently accessible to Project residents. The Project would introduce approximately 327 new residents to the Project Site and increase demand on LAPL library services.

The Frances Howard Goldwyn-Hollywood Regional Branch Library, which is nearest to the Project Site, is adequately sized to accommodate the current population in its service area. At 19,000 square feet, the library is over 4,500 square feet or nearly 25 percent larger than the 14,500 square feet required to serve populations above 45,000. LAPL considers possible development of new libraries when populations in service areas reach 90,000. The current population in the Frances Howard Goldwyn-Hollywood Regional Branch Library service area is 78,944 persons, or 11,056 residents below the level at which a new library might be considered.[60] The Project's approximately 327 new residents would constitute 2.95 percent of 11,056, the allowable population increase beneath LAPL's threshold for the consideration of the need for new facilities. This represents a relatively small increase in demand for the Frances Howard Goldwyn-Hollywood Regional Branch Library. Therefore, the library's existing service level would be maintained without an additional library or alterations to the existing library.

Project residents may not make consistent use of the Will and Ariel Durant Branch Library, John C. Fremont Branch Library, and Los Feliz Branch Library, which are located farther from the Project Site. However,

[60] *City of Los Angeles, Department of City Planning – Environmental Analysis Section. Palladium Residences Draft Environmental Impact Report, Chapter 4.K.4, Parks and Recreation, October 2014. Available at: http://cityplanning.lacity.org/eir/PalladiumResidences/DEIR/Start_Menu-Palladium%20Residences-DEIR.html.*

adequate capacity exists at the latter branches, each of which could accommodate the Project's approximately 327 new residents, if they chose to patronize the branches. For instance, the second closest library, the Will and Ariel Durant Branch Library, has 12,500 square feet of floor area and is designed to accommodate a service population of up to 45,000 persons. This library has a service population of 25,657 and would have adequate capacity to service all of the Project's approximately 327 residents. The library's existing service level would be maintained without an additional library or alterations to the existing library.

Given the Project's proximity to and expected use of the Frances Howard Goldwyn-Hollywood Regional Branch Library, and the existing capacity of that facility and the Will and Ariel Durant Branch library, and population service levels that are below the 90,000 service population (the size at which the LAPL determines the need for new libraries or library expansion), capacity exists under existing conditions to serve Project residents, without the need for new facilities or physically altered facilities. In addition, the Project would generate revenue for the City's general fund that could be used for the provision of public services such as library facilities. Measure L, which gradually increases library funding from its current level of 0.0175 percent of assessed property value to 0.03 percent to keep libraries open longer and improve library services, also provides LAPL with a mechanism to address the needs of additional residents. Therefore, impacts on library services would be less than significant. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

During construction and operation of the Project, other governmental services, including roads, would continue to be utilized. Project residents would use the existing road network, without the need for new roadways to serve the Project Site. As discussed in the responses to Checklist Question XVI, Transportation/Circulation, the Project could result in an increase in the number of vehicle trips attributable to Project related activities. However, the additional use of roadways would not be excessive and would not necessitate the upkeep of such facilities beyond normal requirements. Therefore, the Project would result in less than significant impacts on other governmental services. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

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 under Checklist Question XIV.d, because the Project would not increase demand on neighborhood or regional parks to a level that would result in substantial or accelerated deterioration and impacts on these facilities is anticipated to be less than significant. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

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?

Less than Significant Impact. The Project would provide on-site open space and recreational amenities including such features as an open courtyard and pool area. Because these features have been incorporated into the overall Project design, they are addressed under the environmental evaluation of the Project. For instance, the effects of construction on air quality, ambient noise, and traffic, will be specifically assessed in

the Draft EIR. Other issues such as geologic and water quality impacts have been addressed in this Initial Study. Because the Project's construction impacts will be evaluated in the Draft EIR or are addressed under other topics in this Initial Study, no additional impacts would occur that would need to be separately addressed. Therefore, no additional mitigation measures are required and no further analysis of this topic in an EIR is recommended.

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 would add traffic to local and regional transportation systems. As such, operation of the Project could adversely affect the existing capacity of the street system or exceed an established standard. Construction of the Project would also result in a temporary increase in traffic due to construction-related truck trips and worker vehicle trips. Therefore, traffic impacts during construction could also adversely affect the street system. As the Project's increase in traffic would have the potential to result in a significant traffic impact, it is recommended that this topic, including parking provisions, be analyzed further in an EIR.

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 Project would generate vehicle trips which could potentially add trips to a freeway segment or Congestion Management Plan (CMP) intersection. As such, it is recommended that this topic be analyzed further in an EIR.

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

No Impact. As discussed under Checklist Question VIII.e, the nearest airport is the Burbank Bob Hope Airport located approximately seven miles north of the Project Site. As such, the Project would not result in a change in air traffic patterns including increases in traffic levels or changes in location that would result in substantial safety risks. No impact would occur in this regard and no mitigation measures are required. No further analysis of this topic in an EIR is recommended.

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

Potentially Significant Impact. The Project would not alter existing street patterns in the vicinity, and there are no existing hazardous design features such as sharp curves or dangerous intersections on-site or within the Project vicinity. However, Project construction may require temporary lane or sidewalk closures,

and the Project would replace the existing separate ingress and egress driveways for the surface parking lot with a single ingress/egress driveway accessing proposed at-grade and underground parking levels, and would result in increased trip generation and driveway use compared to previous uses on-site. Potential vacation of the half-width of the alley south of the Project Site, for the length of the Project Site's alley frontage, is also proposed. While the Project does not include any hazardous design features such as sharp curves or dangerous intersections, or propose any hazardous or incompatible uses, it is recommended that this topic be analyzed further in an EIR.

e. Result in inadequate emergency access?

Potentially Significant Impact. Immediate vehicular access to the Project Site is provided via Hollywood Boulevard, which runs along the north edge of the Project Site. While it is expected that the majority of construction activities for the Project would be confined on-site, short-term construction activities may temporarily affect emergency access on segments of adjacent streets during certain periods of the day. In addition, the Project would generate traffic in the Project vicinity and would result in some modifications to access from the streets that surround the Project Site. Thus, it is recommended that this topic be analyzed further in an EIR.

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. Although the Project Site is well served by public transportation, is anticipated to improve the pedestrian experience through the provision of mid-block pedestrian connection and ground-level retail and streetscape improvements, and is not expected to interfere with or degrade the performance or safety of public transit, bicycle, or pedestrian facilities, it is recommended that the Project's potential for impacts during construction and its consistency with policies, plans, and programs supporting alternative transportation be analyzed further in an EIR.

XVII. UTILITIES AND SERVICES SYSTEMS

In addition to other sources cited below, the responses to questions regarding wastewater treatment are based on information included in the Preliminary Sewer Study (Sewer Study) prepared for the Project by Hall & Foreman in November 2014. The Sewer Study is included as Appendix B-4 of this Initial Study.

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

Less Than Significant Impact. The City of Los Angeles Department of Public Works (LADPW) provides wastewater services for the Project Site. Any wastewater that would be generated by the Project would be treated at the Hyperion Treatment Plant (HTP). The HTP is a part of the Hyperion Treatment System, which also includes the Tillman Water Reclamation Plant (TWRP) and the Los Angeles-Glendale Water Reclamation

Plant (LAGWRP). The HTP is designed to treat 450 million gallons per day (mgd) HTP has an average dry water flow of approximately 362 mgd, leaving approximately 88 mgd of capacity available.[61,62]

Following the secondary treatment of wastewater, the majority of effluent from HTP is discharged into the Santa Monica Bay while the remaining flows are conveyed to the West Basin Water Reclamation Plant for tertiary treatment and reuse as reclaimed water. HTP has two outfalls that presently discharge into the Santa Monica Bay (a one-mile outfall pipeline and five-mile outfall pipeline). Both outfalls are 12 feet in diameter. The one-mile outfall pipeline is 50 feet deep and is only used on an emergency basis. The five-mile outfall pipeline is 187 feet deep and is used to discharge secondary treated effluent on a daily basis. It was last inspected in November 2006. HTP effluent is required to meet the(LARWQCB) requirements for a recreational beneficial use, which imposes performance standards on water quality that are more stringent than the standards required under the Clean Water Act permit administered under the system's NPDES permit. Accordingly, HTP effluent to Santa Monica Bay is continually monitored to ensure that it meets or exceeds prescribed standards. The Los Angeles County Department of Health Services also monitors flows into the Santa Monica Bay.

According to the Sewer Study, the Project's proposed uses would generate additional wastewater that would require conveyance and treatment. On-site wastewater generation is anticipated to generate approximately 20,000 gallons per day (gpd), or 0.002 mgd, as summarized in **Table B-4**, *Estimated Project Wastewater Generation*. This increase represents roughly 0.002 percent of the remaining treatment capacity at the HTP. Given the amount of wastewater generated by the Project and the existing wastewater treatment capacity at the HTP, adequate wastewater treatment capacity would be available to serve the Project.

Construction of the Project would include all necessary on- and off-site sewer pipe improvements and connections to adequately connect to the City's existing sewer system. As previously discussed, the Project would not generate sewer flows that would jeopardize the ability of the HTP to operate within its established wastewater treatment requirements. As a result, the Project would not exceed the requirements of the LARWQCB and a less than significant impact would result. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

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?

Wastewater

Less Than Significant Impact. With regard to wastewater treatment, as discussed under Checklist Question XVII.a, the Project's net increase in wastewater generation would not exceed the treatment capacity of the HTP and a less than significant impact would result.

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[61] *The HTP is an end-of-the-line plant, subject to diurnal and seasonal flow variation. It was designed to provide full secondary treatment for a maximum-month flow of 450 mgd, which corresponds to an average daily waste flow of 413 mgd, and peak wastewater flow of 850 mgd. (Information regarding peak flow is included in the IRP, Facilities Plan, Volume 1, Wastewater Management, July 2004; page 7-3.)*

[62] *City of Los Angeles Bureau of Sanitation, Wastewater: Facts & Figures. Available at: http://www.lacitysan.org/wastewater/factsfigures.htm. Accessed September 22, 2014.*

Table B-4

Estimated Project Wastewater Generation (Development Program I)

Land Use	Unit[a]	Generation Factor[a]	Wastewater Generation (GPD)
Proposed Use			
Studio	32 du	75 GPD/unit	2,400
1 Bdrm	65 du	110 GPD/unit	7,150
2 Bdrm	46 du	150 GPD/unit	6,900
Lofts (1 Bdrm)	9 du	110 GPD/unit	990
Lofts (2 Bdrm)	4 du	150 GPD/unit	600
Live/Work (1 Bdrm)	3 du	110 GPD/unit	330
Live/Work (2 Bdrm)	2 du	150 GPD/unit	300
Retail	5,747 sf	25 GPD/1,000 sf	144
Amenities	11,194 sf	200 GPD/1,000 sf	1,190
Total			**20,004**

Source: Hall & Foreman, 2015.

The Project vicinity is served through an off-site sewer network in Hollywood Boulevard, which is maintained by the BOS. Sewer lines along consist of 9-inch and 12-inch vitrified clay pipes (VCP). The 8-inch sewer flows east along Hollywood Boulevard, eventually connecting to a City 12-inch VCP main that south runs along Wilton Place, east of the Project Site. The 12-inch sewer is located west of the Project Site, between the Project Site and the US 101 northbound exit ramp. The 12-inch sewer flows south to a 12-inch VCP main that runs along Taft Avenue. There are no known current deficiencies in the local wastewater conveyance system that serves the Project Site.

As previously discussed, estimated wastewater generation under the Project would total roughly 20,000 gpd. The Project proposes a connection to the 8-inch sewer line along Hollywood Boulevard. During final plan check, the Project's Sewer Capacity Availability Request (SCAR) would be reviewed by the BOS to verify available capacity in the local sewer system at that time, and to amend requirements of the Applicant to reflect existing capacity as needed. If sewer capacity is confirmed to be adequate, the Project would be issued a permit to connect to the City's sewer system. The Project would be required to provide on-site infrastructure and connections to the local sewer lines, to the satisfaction of the LADBS and BOS. The Project would also be required to pay Sewerage Facilities Charges that would be deposited in the City's Sewer Construction and Maintenance Fund and used for operations, maintenance and improvements of the wastewater collection system, which the City monitors routinely to determine the need for required system upgrades. If the BOS determines that adequate capacity is not available in the local sewer system, the BOS would require the Applicant to amend the Project or complete any necessary off-site improvements to increase capacity in the system. Therefore, BOS review of the Project would ensure that there would be sufficient capacity to accept the Project's wastewater generation and convey it to the HTP for treatment, and the Project would result in a less than significant impact with respect to wastewater conveyance. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

Water

Less than Significant Impact. With regard to water treatment, the Project Site is located within the LADWP's Central Water Service Area. Water in LADWP's Central Service Area is primarily treated the Los Angeles Aqueduct Filtration Plant (LAAFTP), located in Sylmar, which treats water from the Los Angeles Aqueduct prior to distribution throughout the service area. The current designed treatment capacity for the LAAFTP plant is 600 mgd. The average plant flow is approximately 450 mgd during the non-summer months and 550 mgd during the summer months, and thus operates at between 75 and 92 percent capacity. LADWP is currently in the process of constructing an ultraviolet water treatment facility at the LAAFTP to increase overall treatment capacity. Water in the Central Service area is also provided by groundwater wells known as the Southern Combined Wells. Water from the Southern Combined Wells is also treated at the LAAFTP. When needed, water from the Metropolitan Water District is also distributed throughout the Western Service Area.

The Project would increase on-site water demand by roughly 20,000 gpd. The LADWP's LAAFTP has an excess capacity of at least 50 mgd, and the Project would constitute 0.04 percent of this remaining capacity. As such, the Project would result in a negligible reduction of this facility's capacity. It is important to note that the Project's water demand is conservative in that it does not take into account City-required water conservation features. Specifically, the Project would comply with state and local mandatory water conservation measures that, relative to the City's increase in population, have substantially reduced the per capita rate of water demand in recent years. As a result, the Project would result in a less than significant impact with regard to water treatment facilities.

With regard to local water conveyance infrastructure, the Project Site is served by an existing water main in Hollywood Boulevard, which is maintained by the(LADWP). There are no known current deficiencies in the water main that serves the Project Site. This line serves the existing on-site commercial uses and other uses along Hollywood Boulevard and the immediate region. During the LADWP's review of the Project's engineering/utility drawings, the adequacy of the existing main to service the Project Site would be confirmed. If water main capacity is confirmed to be adequate, the Project would be issued a permit to connect to the City's water conveyance system. If the LADWP determines that adequate capacity is not available in the main, the LADWP would require the Applicant to amend the Project or complete any necessary off-site improvements to increase capacity in the system. Therefore, LADWP review of the Project would ensure that sufficient capacity would be available in the conveyance system to serve the Project. Therefore, the Project would result in a less than significant impact with respect to water conveyance systems. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

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

Less Than Significant Impact. As discussed under Checklist Question IX.e, the Project would not increase stormwater runoff over existing conditions. In addition, the Project would implement other BMPs, including an on-site cistern system, in accordance with the City's LID Ordinance to ensure that stormwater flows from the Project Site do not increase over existing conditions. There are no known current deficiencies in the local stormwater system that serves the Project Site. Because the storm drain system in Hollywood Boulevard would adequately handle existing flows, the Project's stormwater flows would not exceed the capacity of the

storm drain system in this street. Final plan check by the City Bureau of Engineering would ensure that adequate capacity is available in the storm drain system prior to Project approval. The Applicant would be responsible for providing the necessary storm drain infrastructure to serve the Project Site, as well as any extensions to the existing system in the area. Therefore, impact on this system would be less than significant. No additional mitigation measures are required and no further analysis of this topic in an EIR is recommended.

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

Less than Significant Impact. The LADWP is responsible for providing water service to the Project Site. The City's water supply comes from the Los Angeles Aqueduct, water purchased from MWD (obtained from the California Aqueduct and the Colorado River Aqueduct), and local groundwater sources.

Pursuant to the California Urban Water Management Planning Act, water suppliers must develop an urban water management plan (UWMP) every five years to identify short-term and long-term water resources management measures to meet growing water demands during normal, single-dry, and multiple-dry years. This enables the LADWP to continue monitoring changes in the supply of and demand for water resources, and prepare responses for meeting needs through 25-year time horizons; i.e. well in advance of changes that might require further development of water resources. LADWP most recently prepared its (UWMP) in 2010.

LADWP's 2010 UWMP provides water demand projections in five-year increments through 2035, which are based on regional demographic data provided by SCAG, as well as billing data for each major customer class, weather, and conservation. **Table B-5**, *Water Demand Forecast Through 2035*, shows the projected water demand for the City of Los Angeles through 2035. As shown in Table B-3, the City's water demand is projected to reach 641,622 acre-feet per year (afy) by 2035, which is an increase of 88,962 afy, or 16 percent, from the 2012 consumption of 552,660 afy. According to the water reliability section of the UWMP, LADWP expects to have a reliable supply of up to 710,800 acre feet of water in 2035. This is in contrast to LADWP's estimated demand of 641,622 (afy), or a difference of 69,178 afy. As further discussed in the UWMP, LADWP expects to maintain a reliable water supply, in part by increasing the City sources of water and reducing purchases from the MWD. During times of severe water shortages, when MWD allocates its imported water, LADWP customers have adapted and reduced consumption per restrictions in the Emergency Water Conservation Plan Ordinance. For example, current implementation of Shortage Year Rates and appropriate phase related conservation measures of the Ordinance has resulted in reducing the total customer water usage, on average, by approximately 17.3 percent for the months of June 2009 through June 2013. Regarding the MWP's ability to sell water to the LADWP, the MWD's 2010 Regional UWMP shows that with its investments in storage, water transfers and improving the reliability of the Delta, water shortages are not expected to occur within the next 25 years.

The respective increase in water demand from the Project of roughly 20,000 gpd (24.41 afy) reflects approximately 0.03 percent of the City's total increase in water demand through 2035. The Project would fall within the available and projected water supplies of LADWP's 2010 UWMP. This is especially the case since growth on the Project Site up to the maximum development permitted under the General Plan land use designation and underlying zoning has been incorporated into the 2010 UWMP. As a result, the Project is within the capacity of the LADWP to serve the Project as well as existing and planned future water demands of its service area.

Table B-5

Water Demand Forecast Through 2035[a]
(In afy Per Year)

Water Use Sector	2005[b]	2010[b]	2015	2020	2025	2030	2035
Single-Family	233,192	196,500	225,699	236,094	241,180	246,879	247,655
Multi-Family	185,536	166,810	178,782	193,220	202,999	213,284	218,762
Commercial/Gov	107,414	130,386	135,112	133,597	129,761	126,567	120,420
Industrial	62,418	19,166	18,600	16,852	14,708	12,634	10,513
Non-Revenue	26,786	32,909	41,370	42,969	43,627	44,421	44,272
Total	615,346	545,771	599,563	622,732	632,275	643,785	641,622

[a] *Based on normal weather conditions and with passive conservation.*
[b] *Actual data reflecting water used for 2005 and 2010, respectively.*

Source: Los Angeles Department of Water and Power, 2010 Urban Water Management Plan, Exhibit 2J.

Sections 10910-10915 of the State Water Code (Senate Bill [SB] 610) requires the preparation of a water supply assessment (WSA) demonstrating sufficient water supplies for a project that is: 1) a shopping center or business establishment that will employ more than 1,000 persons or have more than 500,000 square feet of floor space; 2) a commercial office building that will employ more than 1,000 persons or have more than 250,000 square feet of space, or 3) any mixed-use project that would demand an amount of water equal to or greater than the amount of water needed to serve a 500-dwelling-unit subdivision. The Project would not exceed the water demand equivalent to that of a 500-dwelling-unit subdivision. As the Project does not meet the established thresholds, no WSA is required for this Project.

The Project would meet its obligation to support LADWP's attempts to reduce water consumption by being designed and constructed in accordance with Title 24 building code regulations, and incorporating Code-mandated conservation features. Such features include such the use of water efficient fixtures and appliances, landscaping and irrigation systems that reduce water consumption, reclamation of runoff for on-site irrigation, and use of water efficient on-site water infrastructure.

Because LADWP would have sufficient water supplies available to serve the project to meet the water demand of the Project, as well as the existing and planned future water demands of its service area, impacts associated with long-term operation of the Project would be less than significant. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

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. As indicated under Checklist Question XVII.a, the Project would not exceed the treatment capacity of the HTP. Specifically, the Project's projected wastewater generation represents a negligible percentage (less than 0.01 percent) of the remaining available capacity at the HTP. Further, as discussed under Checklist Question XVII.b, BOS review of the Project during final plan check would ensure that the local wastewater conveyance infrastructure would adequately serve wastewater generated by the

Project. Therefore, the Project would have a less than significant impact with respect to wastewater treatment capacity. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

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

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

The remaining disposal capacity for the County's Class III landfills is estimated at approximately 129.2 million tons as of December 31, 2012, the most recent date data is available.[63] In addition to in-County landfills, out-of-County disposal facilities are also available to the City. Aggressive waste reduction and diversion programs on a Countywide level have helped reduce disposal levels at the County's landfills, and based on the Los Angeles County Integrated Waste Management Plan (CoIWMP), the County anticipates that future Class III disposal needs can be adequately met through 2027 through a combination of landfill expansion, waste diversion at the source, out-of-County landfills, and other practices.

Construction Impacts

Project construction would require demolition of two existing, single-story buildings and surface paving, earthwork (grading and excavation) and the construction of a new mixed-use building on the Project Site. Each of these activities would generate demolition waste including but not limited to soil, asphalt, wood, paper, glass, plastic, and metals. As shown in **Table B-6**, *Project Construction Debris*, demolition of existing structures and construction of the Project would generate an estimated 2,891 tons of debris, not including soil export from Site excavation. As discussed in Attachment A, Project Description, of this Initial Study, grading and excavation of the Project Site is estimated to generate approximately 31,206 cubic yards (cy) of soil export. When soil export is accounted for, Project demolition, site preparation, and construction activities would generate approximately 20,442 tons of soil and debris. Construction materials are disposed of at one of the unclassified inert landfills available to the City of Los Angeles, typically the Azusa Land Reclamation Facility, which has an estimated remaining capacity of approximately 64.1 million tons. The Department of Public Works estimates that the life span of the Azusa Land Reclamation is 718 years based on the 2012 average disposal rate of 286 tons per day.[64] As a result, Project excavation and construction would account for only a small percentage (roughly 0.003 percent) of the Azusa Land Reclamation Facility, and construction waste would not exceed the existing capacity of this facility.

[63] *County of Los Angeles Department of Public Works, County of Los Angeles Countywide Integrated Waste Management Plan: 2012 Annual Report. August 2013.*

[64] *Los Angeles County Department of Public Works, Op. Cit., Page 25.*

Table B-6

Project Construction Debris

Land Use	Size	Generation Rate (lbs/sf)	Total Solid Waste Generation (tons)
Demolition			
Commercial	(32,278) sf	158 lbs/sf	2,550 tons
Building Construction			
Residential	149,884 sf	4.39 lbs per sf	329 tons
Retail	5,747 sf	4.34 lbs/sf	12 tons
Subtotal			**2,891 tons**
Site Preparation			
Earthwork/Soil	31,206 cy	1 cy =0.5625 tons[a]	17,553 tons
Subtotal			**17,553 tons**
Total			***20,444 tons***

[a] *CalRecyle Diversion Study Guide, http://www.calrecycle.ca.gov/LGCentral/Library/DSG/ICandD.htm, Accessed September 18, 2014. Factors converted from 80 lbs/cf to 1.08 tons/cy; and 45 lbs/cf to 0.0562 tons/cy.*

Source: Generation Rates: Environmental Protection Agency, Estimating 2003 Building-Related Construction and Demolition Materials Amounts, March 2009.

The City of Los Angeles has numerous plans and regulations that are intended to reduce the solid waste stream. Waste reduction measures, along with Mayoral and City Council directives, increased recycling goals for the City (e.g., 70 percent by 2015) and require monitoring activities to attain the recycling goals. The City is also developing and implementing the Solid Waste Integrated Resources Plan (SWIRP), the goal of which is to allow Los Angeles to be "zero waste" City by 2030. The SWIRP fact sheet indicates that in 2006 the City generated a total of 9.62 million tons of potential solid waste. Of this total, the City diverted 5.97 million tons (62 percent) from disposal into landfills.[65]

These regulations require the Applicant to contract with a waste disposal company that recycles construction and/or demolition debris, as well as to provide temporary waste separation bins during Project construction. On March 5, 2010, the City Council approved the Construction and Demolition Waste Recycling Ordinance, which requires all mixed construction and demolition waste generated within City limits be taken to City-certified construction and demolition waste processors. Assuming that Project construction achieves a minimum 50 percent diversion rate as required by Assembly Bill 939, demolition and construction debris (not including soil export, which would not be reduced by diversion efforts) would be reduced to a total of approximately 1,445 tons. When soil exports are included, Project demolition, construction, and Site preparation would generate approximately 18,998 tons of debris with the implementation of diversion efforts. Waste resulting from Project construction would be further reduced with compliance with applicable City regulations. Because construction waste would not exceed the capacity of existing disposal

[65] *SWIRP Fact Sheet: Waste Generation and Disposal Projections. http://www.lacitysan.org/srssd/swirp/info/fact_sheet.html. Accessed September 22, 2014.*

facilities and would be further reduced by recycling, impacts would be less than significant. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

Operational Impacts

Estimated solid waste generation for the Project is shown in **Table B-7,** *Estimated Operational Solid Waste Generation*. It is estimated that the total waste generation for the Project would be approximately 1 ton per day (365 tons per year). The amount of solid waste generated by the Project Site would represent a negligible amount (0.012 percent) of the daily solid waste disposed of by the City (8,175.13 tons), for which there is adequate daily permitted capacity. However, the amount of solid waste that would need to be landfilled would be less under successful City implementation of AB 939 and the City's objective to achieve a 70 percent diversion goal by 2020 and eventually to a zero waste scenario by 2025 as envisioned in the Los Angeles Solid Waste Integrated Resources Plan. Recycling efforts in the City of Los Angeles in accordance with AB 939 achieved a solid waste diversion rate of 76.4 percent in 2012, the most recent year data is available.[66]

Table B-7

Estimated Operational Solid Waste Generation

Land Use	Units	Generation Rate (lbs/unit)[a]	Total Solid Waste Generation (lbs/days)	Total Solid Waste Generation (tons/day)
Residential	161	12.23 lbs/unit/day	1,969 lbs	0.984 ton
Retail	5,747 sf	5 lbs/1,000 sf/day	29 lbs	0.014 ton
Total			***1,993 lbs***	0.998 tons

[a] *Generation factors provided by the CalRecycle website: Estimated Solid Waste Generation Rates. http://www.calrecycle.ca.gov/wastechar/wastegenrates/Residential.htm. Accessed September 22, 2014.Source: PCR Services Corporation, 2015.*

As described in the CoIWMP 2012 Annual Report, future disposal needs for the 15-year planning horizon (2027) would be adequately met through the use of in-County and out-of-County facilities. Also, with annual reviews of demand and capacity in each subsequent Annual Report, the 15-year planning horizon is extended by one year, thereby providing sufficient lead time for the County to address any future shortfalls in landfill capacity.

Based on the above, Project-generated waste would not exacerbate the estimated landfill capacity requirements addressed for the 15-year planning period ending in 2027, or alter the ability of the County to

[66] *City of Los Angeles, Department of Public Works, Solid Resources, Zero Waste Progress Report. Available at: http://www.lacitysan.org/solid_resources/recycling/publications/PDFs/CLA_%20Zero_Waste_Progress_Report.pdf. Accessed January 13, 2013.*

address landfill needs via existing capacity and other options for increasing capacity. Therefore, impacts on solid waste disposal from Project operations would be less than significant.

In summary, the County's inert and Class III landfills would have adequate capacity to accommodate Project-generated construction and demolition waste during Project construction and Class III solid waste generation during Project operations. Thus, construction and operation impacts relative to solid waste would be less than significant. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

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. AB939 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. Additionally, the City is currently implementing its "Zero-Waste-to-Landfill" goal to achieve zero waste to landfills by 2025 to enhance the Solid Waste Integrated Resources Planning Process. Recycling efforts in the City of Los Angeles in accordance with AB 939 achieved a solid waste diversion rate of 76.4 percent in 2012, the most recent year data is available.

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.[67] Further, the Project would comply with the City's Construction and Demolition Waste Recycling Ordinance. The Project would also promote compliance with AB 939 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, impacts related to solid waste regulations would be less than significant. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

h. Other Utilities and Service Systems?

Less Than Significant Impact.

Electricity Demand

Electricity transmission to the Project Site is provided and maintained by LADWP. Future plans regarding the provision of electrical services are presented in regularly updated Integrated Resource Plans (IRPs). These plans identify future demand for services and provide a framework for how LADWP plans on continuing to meet future consumer demand. The current IRP is based on a 20-year planning horizon. The LADWP is required to meet operational, planning reserve and reliability criteria, and the resource adequacy standards of the Western Electricity Coordinating Council and the North American Electric Reliability Corporation.

[67] *Ordinance No. 171687 adopted by the Los Angeles City Council on August 6, 1997.*

LADWP's Power System served approximately 4.1 million people in 2013 in the City and areas of the Owens Valley and is the nation's largest municipal electric utility. LADWP has a net dependable generation capacity greater than 7,327 megawatts (MW) from a diverse mix of energy resources.[68] LADWP is fully resourced to meet peak demand but maintains transmission and wholesale marketing operations to keep production costs low and increase system reliability.

The LADWP December 2013 forecast, as presented in the 2013 IRP, indicates a 2017-2018 fiscal year demand for approximately 22,823 gigawatt hours (GWh) per year.[69] The Project's estimated energy consumption is shown in **Table B-8**, *Estimated Electricity Use*. The estimates are based on generation factors provided in the 2013 SCAQMD California Emissions Estimator Model. As indicated in Table B-6, the Project's annual consumption of electricity would be approximately 646.49 megawatt hours (MWh). When compared to the estimated 2017-2018 LADWP demand of 23,300 GWh per year, the Project's energy consumption would represent approximately 0.01percent of total demand. This amount is negligible, and is within the anticipated service capabilities of LADWP. Therefore, impacts with respect to electricity use would be less than significant. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

Table B-8

Estimated Electricity Use

Land Use	Unit or sq. ft.	Consumption Factor (MWh/unit/year)[a]	Annual Electricity Consumption (MWh)
Residential Uses	161 du	3.48/unit	560.28
Retail	5,747 sf	0.015/sf	86.21
Total			**646.49**

[a] *Electricity demand generation factors based on SCAQMD California Emissions Estimator Model, Appendix Default Data Tables (October 2013), Table 8.1.*

Source: PCR Services Corporation, 2015.

Natural Gas Demand

Natural gas is provided to the Project Site by the Southern California Gas Company (SoCal Gas). According to the *2012 California Gas Report*, the most recent available, California natural gas demand is expected to decrease at a modest rate of 0.25 percent per year from 2012 to 2030 for residential, commercial, electric generation, and industrial markets. This is due to increased energy efficiency programs, increasing reliance on renewable electric generation (e.g. solar and wind) as well as declining industrial demands as California continues its transition from a manufacturing-based to a service-based economy.[70] Over the past five years, California natural gas utilities including SoCal Gas, interstate pipelines and in-state natural gas storage facilities have increased their delivery and receipt capacity to meet natural gas growth. SoCal Gas is

[68] *City of Los Angeles Department of Water and Power, 2013 Integrated Resources Plan, December 2013.*

[69] *Ibid, at Appendix A, Table A-1.*

[70] *2012 California Gas Report, Prepared by the California Gas and Electric Utilities, July 2012.*

supported in its planning effort by the California Energy Commission, which provides Integrated Energy Policy Reports, with annual updates that evaluate future demand for natural gas and supply considerations.

The 2012 California Gas Report indicates that, with only minor variations from year to year, SoCal Gas is projected to provide approximately 975 billion cubic feet (cf) per year of natural gas over the next 20-year planning horizon. The report also indicates that SoCal Gas has a substantially higher capacity available.[71]

The Project's estimated use of natural gas is shown in **Table B-9**, *Estimated Natural Gas Use*. This estimate is based on generation factors provided in the 2011 SCAQMD California Emissions Estimator Model. As indicated therein, the Project would generate a demand for 1,073.35 thousand cubic feet (kcf) per year, which represents less than 0.001 percent of the estimated annual demand of 975 billion cubic feet/year. This amount is negligible and is within the anticipated service capabilities of SoCal Gas. Therefore, impacts with respect to natural gas use would be less than significant. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

Table B-9

Estimated Natural Gas Use

Land Use	Unit or sq. ft.	Consumption Factor (kBtu/unit/year)[a]	Annual Natural Gas Consumption (kBtu)	Annual Natural Gas Consumption (kcf/year)[b]
Dwelling Units	161 units	6,819.80	1,097,988	1,065.52
Retail	5,747 sf	1.70	9,770	9.48
Total			**1,107,758**	**1,075.08**

[a] *Natural gas demand generation factors based on SCAQMD California Emissions Estimator Model, Appendix Default Date Tables (October 2013), Table 8.1. kBtu = thousand British thermal units.*

[b] *Natural gas consumption expressed in kBtu (thousand British Thermal Units) is converted to consumption in kcf (thousand cubic feet) via the following conversion factor: 1,000 Btu = 0.00097043405077 thousand cubic feet.*

Source: PCR Services Corporation, 2015.

Furthermore, utility providers are required to plan for necessary upgrades and expansions to their systems to ensure that adequate service would be provided. As such, the Project would have a less than significant impact on electricity and natural gas utilities and service systems. No further analysis of this topic is necessary and no mitigation measures are required. Notwithstanding, the analysis of GHG emissions will evaluate energy use as it effects air emissions and potential conservation measures that will reduce energy consumption as well as the emission of GHGs.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number

[71] *2012 California Gas Report, prepared by the California Gas and Electric Utilities, July 2012; page 66 and Appendix Table at pages 102–107.*

or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Potentially Significant Impact. As discussed within this Initial Study, the Project could result in environmental impacts that have the potential to degrade the quality of environment as addressed herein. Potentially affected resources include Aesthetics (Aesthetics, Views, Light and Glare, and Shade and Shadow), Air Quality, Historical Resources (Historical Resources), Greenhouse Gases, Hazards and Hazardous Materials, Land Use and Planning, Noise, and Transportation/Circulation. An EIR will be prepared to analyze and document these potentially significant impacts.

As discussed previously under Checklist Question IV, 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, reduce the number or restrict the range of a rare or endangered plant or animal.

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

Potentially Significant Impact. The potential for cumulative impacts occurs when the independent impacts of a given project are combined with the impacts of related projects in proximity to the Project Site, to create impacts that are greater than those of the project alone. Related projects include past, current, and/or probable future projects whose development could contribute to potentially significant cumulative impacts in conjunction with a given project.

For each of the topics determined to be potentially significant within this Initial Study, as identified in the preceding responses to Checklist questions, it is recommended that the potential for cumulatively significant impacts be analyzed further in an EIR. Topics for which Initial Study determinations were “No Impact” or “Less Than Significant Impact” are discussed below.

With respect to potential contributions to cumulative impacts for agricultural resources, biological resources, and mineral resources, the Project Site is located in an urbanized area, and like the Project, other development occurring in the area would also constitute urban infill in already densely developed areas. The Project Site does not contain agricultural, sensitive biological, or mineral resources, and therefore Project implementation would not be expected to result in a considerable contribution to cumulatively significant impacts on these resources.

With respect to Geology and Soils, geology impacts are Project Site-specific and are assessed on a project-by-project basis. As no projects are located immediately adjacent to the Project Site, cumulative geologic impacts resulting from the Project and other related projects would not occur. All projects in the City of Los Angeles would be subject to Federal, State, and local regulations and standards for seismic safety, including the CBC (as amended by the Los Angeles Building Code). Thus, cumulative impacts related to geology and soils would be less than significant.

With respect to hydrology and water quality, all development projects that require ground-disturbing activities have the potential to increase or decrease in surface water runoff and contribute point and non-point source pollutants to nearby water bodies. However, as with the Project, related projects would be subject to NPDES permit requirements for both construction and operation, including development of SWPPPs for construction projects greater than one acre, compliance with SUSMP requirements during operation, and compliance with other local requirements pertaining to hydrology and surface water quality. It is anticipated that related projects would be evaluated on an individual basis by City of Los Angeles Department of Public Works to determine appropriate BMPs and treatment measures to avoid significant impacts to hydrology and surface water quality. Thus, cumulative impacts related to hydrology/water quality would be less than significant. No mitigation measures are required and no further analysis of this topic in an EIR is recommended.

Demand for services, including LAFD and LAPD services, schools, parks, and libraries would increase due to the combined effects from related projects. Related projects would be required to provide on-site provisions to facilitate LAFD access for emergency responses or on-site security to reduce impacts on LAPD services. In addition, related projects would generate revenue to the City's general fund in the form of net new property tax, direct (i.e., from on-site commercial uses) and indirect (i.e., from household spending) sales tax, utility user's tax, gross receipts tax, real estate transfer tax on residential initial sales and annual resales, and other miscellaneous household-related taxes (e.g., parking fines). This revenue could be used to fund LAFD and LAPD expenditures as necessary to offset any cumulative impacts to LAFD and LAPD facilities and services. With general fund contributions; LAFD review of site and building plans and inclusion of security features, such as pedestrian lighting and enclosed parking, in large scale related projects, impacts with respect to LAFD and LAPD services are expected to be less than significant.

Cumulative development also has the potential to generate more students than the elementary school in District 4 is projected to be able to accommodate. However, pursuant to Government Code Section 65995, the payment of developer fees under the provisions of SB 50 would address the impacts of new development on school facilities. Cumulative population growth would add to the demand for park and recreation services. The majority of the related projects are larger developments requiring CEQA review and park and recreation provisions pursuant to requirements of LAMC Sections 12.21, 12.23 and 17.12. Should any residential developments not require park and recreation facilities pursuant to Sections 12.23 and 17.12, they would be required to pay a $200 per unit fee to the "Park and Recreational Sites and Facilities Fund" for the acquisition and development of park and recreational sites and facilities, pursuant to Section 21.10.3 of the LAMC. Related projects represent a large number of large-scale projects that typically include adequate recreational amenities to meet market demand among condominium purchasers and renters. With mandated fees and on-site open space amenities, the impact of related projects schools and parks would not be cumulatively significant.

Cumulative growth can also affect library services. However, because of excess service capacity at the area's libraries, related projects would not exceed the combined service population capacity of these facilities. Also, similar to the Project, related projects would generate revenue to the City's general fund that could be used to fund LAPL expenditures as necessary to offset the cumulative incremental impact on library services. Also, Measure L will cause library funding nearly to double from its current level of 0.0175 percent of assessed property value to 0.03 percent, to keep libraries open longer and improve library services, thereby providing LAPL a mechanism to address the needs of additional population. In addition, given the smaller scale of the Project and features that would further reduce environmental effects, its contribution to

cumulative impacts and the Project's small increment of the cumulative growth, the Project's incremental contribution to cumulative impacts would not be cumulatively considerable.

With respect to utilities, the provision of these services is regional in nature. As indicated in the corresponding Checklist responses above, the service providers have prepared forecasts of regional demand for these utilities and their ability to meet future demand. These are incorporated into the respective service providers' plans and strategies for meeting future needs. Utility provider plans are updated periodically to identify emerging shortfalls in service capacity not previously anticipated and develop strategies to accommodate any shortfalls. The plans address expected growth, which anticipates projected development within the service areas. The information contained in this Initial Study concerning the ability of these service providers to meet the Project's needs supports the determination that future demand for solid waste disposal, electricity consumption and natural gas consumption can be met for new growth and development, including the Project. Therefore, the Project is not expected to result in cumulatively considerable contributions to cumulatively significant impacts as the result of solid waste disposal or electricity and natural gas consumption.

With respect to solid waste disposal, electricity consumption, and natural gas consumption, the provision of these services is regional in nature. As indicated in the corresponding Checklist sections above, the service providers have prepared forecasts of regional demand for these utilities and their ability to meet future demand. These are incorporated into the respective service providers' plans and strategies for meeting future needs. Utility provider plans are updated periodically to identify emerging shortfalls in service capacity not previously anticipated and develop strategies to accommodate any shortfalls. The plans address expected growth, which anticipates projected development within the service areas. The information contained in this Initial Study concerning the ability of these service providers to meet the Project's needs supports the determination that future demand for solid waste disposal, electricity consumption and natural gas consumption can be met for new growth and development, including the Project. Therefore, the Project is not expected to result in cumulatively considerable contributions to cumulatively significant impacts as the result of solid waste disposal or electricity and natural gas consumption.

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

Potentially Significant Impact. As discussed in this Initial Study, the Project could result in potentially significant environmental impacts associated with Aesthetics, Air Quality, Greenhouse Gases, Hazards and Hazardous Materials, Land Use and Planning, Noise, and Transportation/Circulation. These impacts could have potentially adverse effects on human beings, and further analysis of these impacts in an EIR is recommended.