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

6220 West Yucca Project

Case Number: ENV- 2014-4706-EIR

Project Location: 1756, 1760 North Argyle Avenue; 6210-6224 West Yucca Street; and 1765, 1771, 1777, and 1779 North Vista Del Mar Avenue Los Angeles, California, 90028

Council District: 13

Project Description: Riley Realty, L.P. (the Applicant) proposes to redevelop an approximately 1.16-acre property on the south side of West Yucca Street between Argyle Avenue and Vista Del Mar Avenue, generally referenced as 6220 West Yucca Street, (project site) with a mixed-use residential, hotel, and commercial/restaurant project (the project). The property is located within the Hollywood community of the City of Los Angeles, and is currently improved with one single-family residence, one duplex with a detached garage and studio apartment over garage, and three, two-story apartment buildings and associated carports and paved surface parking areas, all of which would be demolished and removed to support development of the project. Overall, the site currently contains 43 total multi-family units (duplex = 2 units; 1 studio apartment over duplex garage, apartment buildings = 40 units) and one-single-family residence. Thus, there are a total of 44 residential units currently on the project site.

The project would consist of two buildings, Building 1 and 2. Building 1 (up to ~368 feet or 32-stories) would occupy the majority of the project site atop a six-level podium structure with one semi-subterranean level (P1 Level). Building 1 would include commercial/restaurant space and a lobby/leasing office for residents and hotel guests on the Ground Level, a naturally ventilated parking garage on Levels 2-5, hotel restaurant with outdoor dining, a pool/spa deck and fitness center, hotel rooms on Levels 6 to 12, and residential flats and suites on Levels 13-32. Building 2, located at the southwest corner of Yucca Street and Vista Del Mar Avenue, would be six-stories (~75 feet) with only residential uses (11 units).

The project would include 218,200 square feet of residential uses (or 243,085 gross square feet of residential uses – including common areas, corridors and shafts) with 191 multi-family residential units, including 152 market rate units and 39 affordable units (22 very low income units and 17 low income units); a 147,270 square-foot hotel with 260 hotel rooms, and 6,980 square feet of commercial/restaurant uses (P1 and Ground Levels). The total development would include 372,450 square feet of residential, hotel and commercial/restaurant uses for purposes of floor area calculations resulting in a floor-area ratio (FAR) of 8.1:1. Parking for all proposed uses would be provided within a six-level (one semi-subterranean level – P1 Level) parking structure housed within the podium structure of Building 1. The parking would include 456 parking spaces (315 for residential uses and 141 for hotel and restaurant uses).

The Applicant anticipates commencing construction as early as late 2017 with construction activities occurring for approximately two years. Full build-out and occupancy would occur in 2021.

APPLICANT: Riley Realty, L.P.
PREPARED BY: PCR Services Corporation
ON BEHALF OF: The City of Los Angeles Department of City Planning, Environmental Analysis Section

November 2015

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CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK
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LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

INITIAL STUDY
AND CHECKLIST

(Article IV B City CEQA Guidelines)

LEAD CITY AGENCY	COUNCIL DISTRICT	DATE
City of Los Angeles Department of City Planning	13	November 25, 2015

RESPONSIBLE AGENCIES

City of Los Angeles Department of City Planning, Regional Water Quality Control Board, South Coast Air Quality Management District (SCAQMD), CRA/LA , 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 Cultural Heritage Commission, and Los Angeles Department of Transportation.

PROJECT TITLE/NO.	CASE NO.
6220 West Yucca Project	CPC-2014-4705-ZC-HD-MCUP-CU-DB-SPR

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

PROJECT DESCRIPTION:

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The project would include 218,200 square feet of residential uses (or 243,085 gross square feet of residential uses – including common areas, corridors and shafts) with 191 multi-family residential units, including 152 market rate units and 39 affordable units (22 very low income units and 17 low income units); a 147,270 square-foot hotel with 260 hotel rooms, and 6,980 square feet of restaurant uses (P1 and Ground levels). The total development would include 372,450 square feet of residential, hotel and commercial/restaurant uses for purposes of floor area calculations resulting in a floor-area ratio (FAR) of 8.1:1. Parking for all proposed uses would be provided within a six-level (one semi-subterranean level – P1 Level) parking structure housed within the podium structure of Building 1. The parking would include 456 parking spaces (315 for residential uses and 141 for hotel and restaurant uses).

ENVIRONMENTAL SETTING:

The approximate 1.16-acre project site is improved with one single-family residence, one duplex, and three, two-story apartment buildings (42 existing multi-family/apartment units total) and associated carports and paved surface parking

areas. The three two-story apartment buildings located along Yucca Street have carport parking at the rear with driveway access from Yucca Street, as well as access to a separate fenced surface parking lot at the corner of Yucca Street and Vista Del Mar Avenue. The 3,118 square-foot apartment building on the corner of Yucca Street and Argyle Avenue includes eight (8) residential units. The two, 6,236 square-foot apartment buildings further to the east along Yucca Street include 16 residential units each. The single-family residence and duplex with a detached garage and studio apartment over garage located on the project site front on Vista Del Mar Avenue. Just south of the fenced surface parking lot on Vista Del Mar Avenue, is a 1,367 square-foot single-family residence built in 1920 (1771 North Vista Del Mar Avenue). Immediately adjacent and further to the south is a 2,942 square-foot duplex built in 1918 (1765 North Vista Del Mar Avenue) (a former single-family residence). Above the duplex's detached garage is an approximate 500 square foot studio apartment. The project site has been graded and is generally flat, with the bordering Vista Del Mar Avenue and Argyle streets having topography that gently slopes downward from the north at Yucca Street to the south towards Carlos Avenue.

PROJECT LOCATION:

The project site is located on the south side of West Yucca Street between Argyle Avenue and North Vista Del Mar Avenue (addresses: 1756, 1760 North Argyle Avenue; 6210-6224 West Yucca Street; and 1765, 1771, 1777, and 1779 North Vista Del Mar Avenue) in the Hollywood community of the City of Los Angeles, approximately five miles northwest of Downtown Los Angeles. The project site is bounded by Yucca Street, the Argyle Hotel Project construction site, and 3-story residential lofts to the north; North Vista Del Mar Avenue and 1- and 2-story single-family residences and duplexes to the east; vacant land (former Little Country Church of Hollywood) and 1- and 2-story single-family residences and duplexes followed by a 5-story mixed-use residential and commercial development to the south; and Argyle Avenue and commercial uses to the west. The project vicinity is highly urbanized and generally built-out. The local vicinity is part of the active regional center of Hollywood with a mix of commercial, studio/production, office, entertainment, and residential uses. The project site is well served by a network of regional transportation facilities. Various public transit stops operated by the Los Angeles County Metropolitan Transportation Authority (Metro) are located in close proximity to the project site. The project site is located on the south side of West Yucca Street between Argyle Avenue and North Vista Del Mar Avenue (addresses: 1756, 1760 North Argyle Avenue; 6210-6224 West Yucca Street; and 1765, 1771, 1777, and 1779 North Vista Del Mar Avenue) in the Hollywood community of the City of Los Angeles, approximately five miles northwest of Downtown Los Angeles.

There are a number of historical resources located in the project vicinity, including the Capitol Records building to the west of the project site along Yucca Street, the vacant site of the former Little Country Church of Hollywood immediately south of the project site, and other resources located within the Vista Del Mar Avenue/Carlos Historic District.

For further discussion see Attachment A.

PLANNING DISTRICT Hollywood Community Plan		**STATUS:** ☐ **PRELIMINARY** ☐ **PROPOSED** ☒ **ADOPTED**
EXISTING ZONING C4-2D-SN, R4-2D, [Q]R3-1XL	**MAX. DENSITY ZONING** 8.1:1 FAR (372,450 sq.ft./45,982 s.f.)	☒ **DOES CONFORM TO PLAN**
PLANNED LAND USE & ZONE Zoning = C4-2-SN, C4-2, R3-2 Land Use = Remain as Regional Center Commercial and Medium Residential	**MAX. DENSITY PLAN** same	☐ **DOES NOT CONFORM TO PLAN**
SURROUNDING LAND USES See above Setting Discussion. Also Attachment A, Project Description, for further discussion.	**PROJECT DENSITY** FAR = 8.1:1	☐ **NO DISTRICT PLAN**

DETERMINATION (To be completed by Lead Agency)

On the basis of this initial evaluation:

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

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

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

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

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

Will Tucker — Planning Assistant

SIGNATURE **TITLE**

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less that significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analysis," cross referenced).
5) Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
    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**
Riley Realty, L.P.	310-312-8020

PROPONENT ADDRESS

11620 Wilshire Boulevard, Suite 1150, Los Angeles, CA 90025

AGENCY REQUIRING CHECKLIST	**DATE SUBMITTED**
City Planning Department	August 3, 2015

PROPOSAL NAME (If Applicable)

6220 West Yucca Project

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

PREPARED BY	**TITLE**	**TELEPHONE #**	**DATE**
Michael Harden **PCR Services Corporation** **2121 Alton Parkway, Suite 100, Irvine, CA 92606**	**Principal Planner**	**(949) 753-7001**	**September 2015**

☞ **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 SCAQMD or Congestion Management Plan?	☒	☐	☐	☐
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☒	☐	☐	☐
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment (ozone, carbon monoxide, & PM 10) 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?	☐	☐	☐	☒
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)?	☐	☒	☐	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☒	☐	☐	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐
VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials	☐	☐	☒	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?	☐	☐	☐	☒
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐
IX. HYDROLOGY AND WATER QUALITY. Would the project result in:				
a. Violate any water quality standards or waste discharge requirements?	☒	☐	☐	☐

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

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

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

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

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

ATTACHMENT A: PROJECT DESCRIPTION

A. INTRODUCTION

Riley Realty, L.P. (the Applicant) proposes to redevelop an approximately 1.16-acre property on the south side of West Yucca Street between Argyle Avenue and Vista Del Mar Avenue, generally referenced as 6220 West Yucca Street (project site), with a mixed-use residential, hotel, and commercial/restaurant project (the project). The property is located within the Hollywood community of the City of Los Angeles, and is currently improved with one single-family residence, one duplex with a detached garage and studio apartment over garage, and three, two-story apartment buildings and associated carports and paved surface parking areas, all of which would be demolished and removed to support development of the project. Overall, the site currently contains 43 total multi-family units (duplex = 2 units; 1 studio apartment over duplex garage, apartment buildings = 40 units) and one-single-family residence. Thus, there are a total of 44 residential units currently on the project site.

The project would consist of two buildings, Buildings 1 and 2. Building 1 (up to 32-stories) would occupy the majority of the project site atop a six-level podium structure with one semi-subterranean level (P1 Level), and would include a mix of residential, hotel, and commercial/restaurant uses. Building 2 would be 6-stories with only residential uses. Overall, the project would include 191 multi-family residential units (including 39 affordable units), 260 hotel rooms, approximately 6,980 square feet of commercial/restaurant uses (P1 and Ground Levels), and a total of 372,450 square feet of floor area. Parking for all proposed uses would be provided within a six-level (one semi-subterranean level) parking structure housed within the podium structure of Building 1. A detailed discussion of the project is provided below.

B. PROJECT LOCATION AND SURROUNDING USES

The project site is located on the south side of West Yucca Street between Argyle Avenue and North Vista Del Mar Avenue (addresses: 1756, 1760 North Argyle Avenue; 6210-6224 West Yucca Street; and 1765, 1771, 1777, and 1779 North Vista Del Mar Avenue) in the Hollywood community of the City of Los Angeles, approximately five miles northwest of Downtown Los Angeles as shown on **Figure A-1**, *Regional and Local Project Vicinity Location Map*. The project site is bounded by Yucca Street, the Argyle Hotel Project construction site, and 3-story residential lofts to the north; North Vista Del Mar Avenue and 1- and 2-story single-family residences and duplexes to the east; vacant land (former Little Country Church of Hollywood) and 1- and 2-story single-family residences and duplexes followed by a 5-story mixed-use residential and commercial development to the south; and Argyle Avenue and commercial uses to the west. **Figure A-2**, *Aerial Photograph with Surrounding Land Uses,* illustrates the surrounding uses.

The project vicinity is highly urbanized and generally built-out. The local vicinity is part of the active regional center of Hollywood with a mix of commercial, studio/production, office, entertainment, and residential uses. The project site is well served by a network of regional transportation facilities. Various public transit stops operated by the Los Angeles County Metropolitan Transportation Authority (Metro) are located in close proximity to the project site. The nearest Metro Red Line station at Hollywood Blvd./Vine Street, is located approximately 0.13 miles southwest of the project site. The Hollywood Freeway (US Route 101) is approximately 200 feet north of the project site; Interstate 10 is approximately five miles to the

south; Interstate 110 is approximately five miles to the southeast; Interstate 5 is approximately five miles to the east; State Route 134 is approximately five miles to the north; and Interstate 405 is approximately eight miles to the southwest. There are a number of historical resources located in the project vicinity, including the Capitol Records building to the west of the project site along Yucca Street, the vacant site of the former Little Country Church of Hollywood immediately south of the project site, and other resources located within the Vista Del Mar Avenue/Carlos Historic District.

C. SITE BACKGROUND AND EXISTING CONDITIONS

The approximate 1.16-acre project site is improved with one single-family residence, one duplex and a studio apartment, and three, two-story apartment buildings (43 existing multi-family/apartment units total) and associated carports and paved surface parking areas, as shown in Figure A-2. The three two-story apartment buildings located along Yucca Street have carport parking at the rear with driveway access from Yucca Street, as well as access to a separate fenced surface parking lot at the corner of Yucca Street and Vista Del Mar Avenue. The 3,118 square-foot apartment building on the corner of Yucca Street and Argyle Avenue includes eight (8) residential units. The two, 6,236 square-foot apartment buildings further to the east along Yucca Street include 16 residential units each. The single-family residence and duplex with a detached garage and studio apartment over garage located on the project site front on Vista Del Mar Avenue. Just south of the fenced surface parking lot on Vista Del Mar Avenue, is a 1,367 square-foot single-family residence built in 1920 (1771 North Vista Del Mar Avenue). Immediately adjacent and further to the south is a 2,942 square-foot duplex built in 1918 (1765 North Vista Del Mar Avenue) (a former single-family residence). Above the duplex's detached garage is an approximate 500 square foot studio apartment. The project site has been graded and is generally flat, with the bordering Vista Del Mar Avenue and Argyle streets having topography that gently slopes downward from the north at Yucca Street to the south towards Carlos Avenue.

D. PLANNING AND ZONING

The project site is located within the Hollywood Community Plan Area in the City of Los Angeles. The project site has General Plan land use designations of Regional Center Commercial and Medium Residential and is currently zoned Commercial-Height District 2 with Development Limitation-Sign Supplemental Use District (C4-2D-SN), Multiple Dwelling-Height District 2 with Development Limitation (R4-2D), and Multiple Dwelling-Height District 1XL ([Q]R3-1XL). The 'Q' Condition limits the residential density to one dwelling unit per 1,220 square feet of lot area. The 'D' limitation restricts the Floor Area Ratio (FAR) to 2:1, with a provision that a project could exceed the FAR as long as the CRA Board finds that the project is consistent with the Redevelopment Plan, that the developer entered into an Owner Participation Agreement (OPA) with the CRA Board, and is approved by the Planning Commission or the City Council on appeal. The project site is located in the Hollywood Redevelopment Plan area and the Plan limits Regional Center Commercial designations to a 4.5:1 FAR with a maximum 6:1 FAR by City Planning Commission approval, exclusive of any density bonuses available for the provision of affordable housing pursuant to LAMC Section 12.25.A. The project site is also located in a Los Angeles State Enterprise Zone;; an Adaptive Reuse Incentive Area; and within the Vista Del Mar Avenue/Carlos Historic District (properties along North Vista Del Mar Avenue only). Per CRA/LA Memorandum on Discretionary Land Use Actions dated June 21, 2012 land use designations on the Redevelopment Plan Map defer to and are superseded by the underlying City of Los Angeles Community Plan and Zoning Ordinance designations within the Hollywood redevelopment area. Future permit applications therefore will not require CRA/LA discretionary land use approvals in this redevelopment area.

PCR

N

0 200 400 Feet

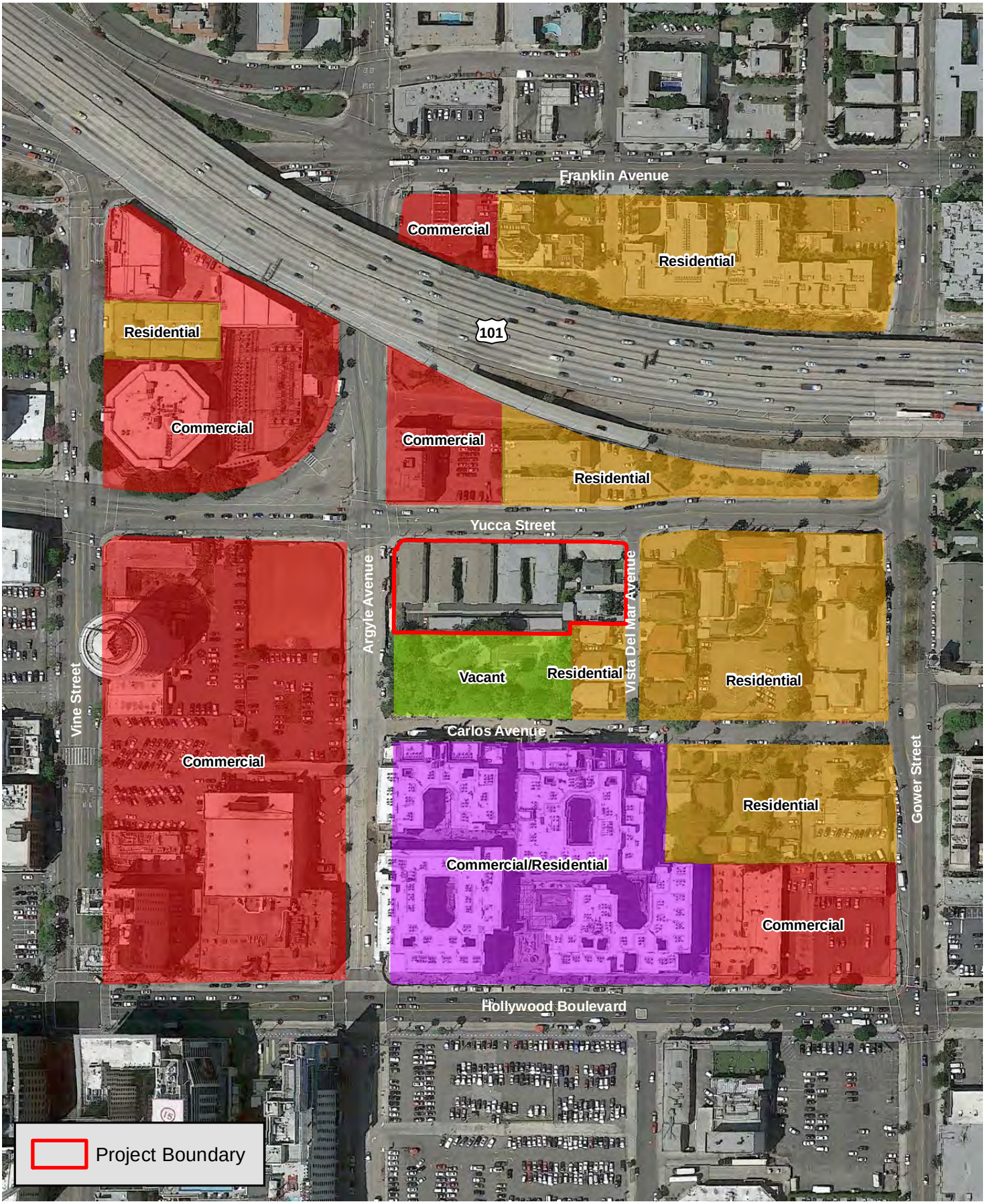
Regional and Local Project Vicinity Location Map

6220 West Yucca Project

Source: ESRI Street Map, 2009; PCR Services Corporation, 2015.

FIGURE

A-1



PCR

N

0 100 200 Feet

Aerial Photograph with Surrounding Land Uses

6220 West Yucca Project

Source: Google Earth, 2014-04-23 (Aerial); PCR Services Corporation, 2015.

FIGURE

A-2

E. DESCRIPTION OF PROPOSED PROJECT

1. Project Uses

The project would include 218,200 square feet of residential uses (or 243,085 gross square feet of residential uses – including common areas, corridors and shafts) with 191 multi-family residential units, including 152 market rate units and 39 affordable units (22 very low income units and 17 low income units); a 147,270 square-foot hotel with 260 hotel rooms; and 6,980 square feet of commercial/restaurant uses (P1 and Ground Levels). The total development would include 372,450 square feet of residential, hotel and commercial/restaurant uses for purposes of floor area calculations resulting in a floor-area ratio (FAR) of 8.1:1. The proposed mix of uses would be developed within two buildings, Building 1, with a mix of residential, hotel and commercial/restaurant uses, and Building 2, a residential only building. Parking for all proposed uses would be provided within a six-level (one semi-subterranean level – P1 Level) parking structure housed within the podium structure of Building 1. The parking structure would include 456 parking spaces (315 for residential uses and 141 for hotel and commercial/restaurant uses. The proposed development is summarized below in **Table A-1**, *Proposed Project Summary*. The site plan is illustrated in **Figure A-3**, *Site Plan*. Figure A-3 illustrates the project's proposed ground level spaces, pool deck on the 6th level, and roof deck on the 13th level. Each of these project features are described further below.

(a) Building 1

Building 1 would occupy the majority of the project site atop a six-level podium structure with one semi-subterranean level (P1 Level). Above the 5th level parking podium, Building 1 would be "L" shaped, inclusive of a 32-story (~368 feet) tower (including 5-story above ground podium) at the southwest corner of Yucca/Argyle and a 12-story lower "L" wing (including 5-story above ground podium). Building 1 would include commercial/restaurant space and a lobby/leasing office for residents and hotel guests on the Ground Level, a naturally ventilated parking garage on Levels 2-5, hotel restaurant with outdoor dining, a pool/spa deck and fitness center, hotel rooms on Levels 6 to 12, and residential flats and suites on Levels 13-32.

(1) Commercial/Restaurant Component (Ground Floor and Level P1)

Building 1 would include a total of approximately 6,980 square feet of commercial/restaurant uses. The P1 Level would contain 1,380 square feet of commercial/restaurant space at the corner of Argyle Avenue and Yucca Street. The Ground Level would contain two separate commercial/restaurants spaces of 3,300 square feet and 2,300 square feet with frontage along Yucca Street. **Figure A-4,** *P1 Level Plan***,** and **Figure A-5**, *Ground Level Plan*, illustrate the internal circulation, as well as the proposed uses and parking in the P1 Level and Ground Level, respectively. A description of the commercial/restaurant parking is provided below.

(2) Hotel Component

Building 1 would include 147,270 square feet of hotel floor area which includes 5,600 square feet of meeting space and 3,000 square feet back of house. There would be 260 rooms located between Level 6 and Level 12 of Building 1. The hotel would include 258 rooms at 390 square feet in size and two suites at 780 square feet in size. Both suites would be located on Level 12. Hotel and guest access would be via the port-o-cochere and hotel lobby/leasing/lounge located within the Ground Level on Yucca Street. A description of the hotel amenities and parking is provided below in Section 5, *Open Space and Amenities*.

Table A-1

Proposed Project Summary

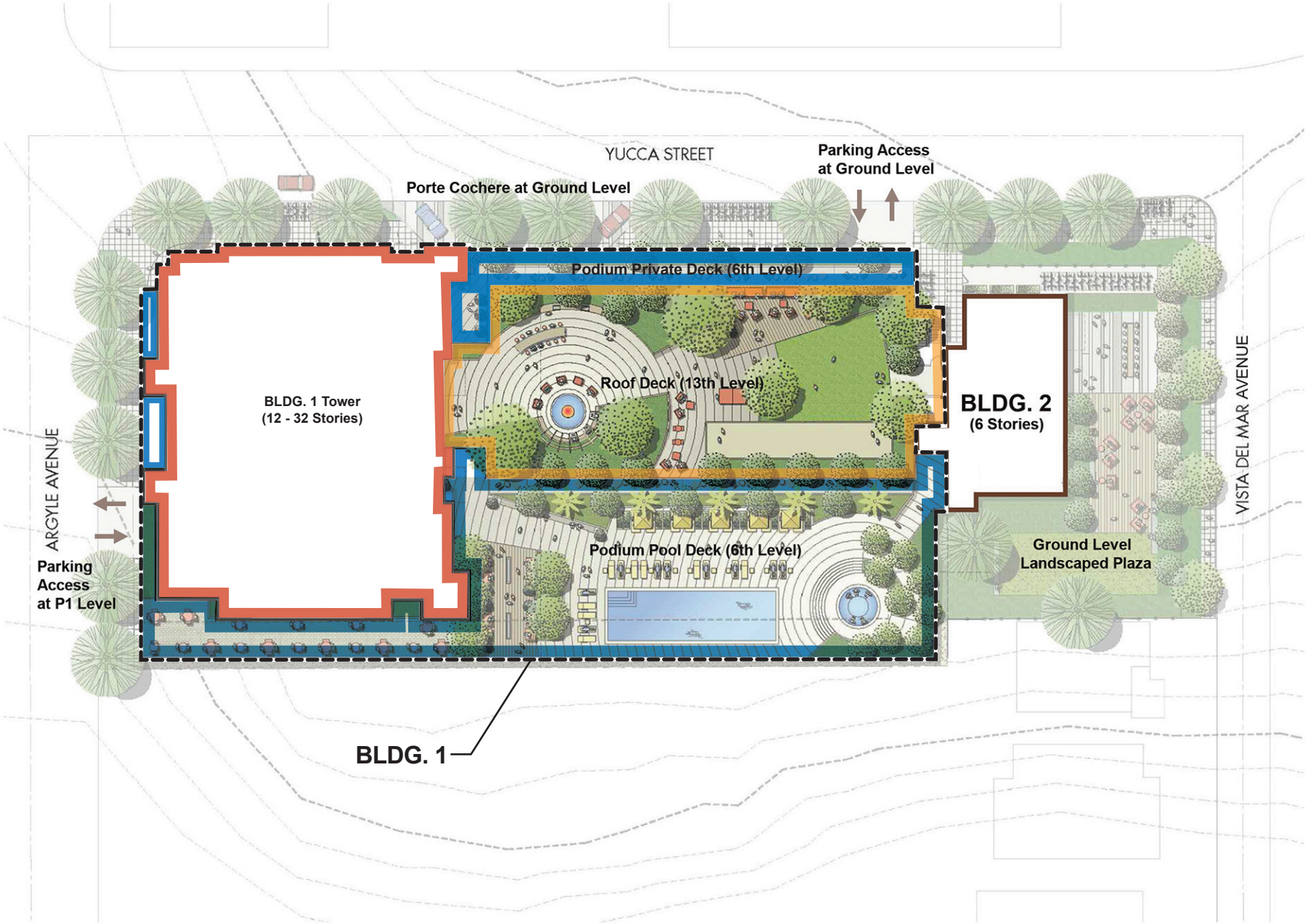
Residential Units (Buildings 1 and 2)		
Market Rate	**Affordable**	**Total**
One Bedroom		
57	15	72
Two Bedroom		
83	24	107
Suite		
12	0	12
152	**39**	**191 units**
Residential Unit Floor Area (Building 1)		203,815 s.f.
Residential Unit Floor Area (Building 2)		14,385 s.f
	Residential Unit Floor Area	**218,200 s.f.**
Hotel Units (Building 1)		
Rooms		
258		**390 s.f. each**
Suites		
2		**780 s.f. each**
260		
	Total Hotel Floor Area	**147,270 s.f.**
Commercial/Restaurant Uses (Building 1)		
Total Commercial/Restaurant Floor Area		**6,980 s.f.**
Project Floor Area		
Building 1 Floor Area		358,065 s.f.
Building 2 Floor Area		14,385 s.f.
Total Project Floor Area		**372,450 s.f.**
Total Buildable Area		**45,982 s.f.**
	FAR	**8.1:1**

s.f. = square feet avg. = average FAR = floor-area ratio

Source: 6220 West Yucca Design Plans, prepared by Togawa Smith Martin, dated July 7, 2015.

(3) Residential Component

Building 1 would include 180 residential units, representing 203,815 square feet of residential space located within Levels 13 through 32 of Building 1. Building 1 would include 66 one-bedroom units, 102 two-bedroom units, and 12 suites. All 12 suites would be located within Levels 30 and 32. The one-bedroom units would be 790 square feet, with the two-bedroom units ranging between 1,060 and 1,130 square feet. The suites range between 1,950 square feet and 2,100 square feet. The residential units would be serviced with on-site staff inclusive of valet, doorman and resident manager, as well as resident security and service



PCR

N

0 40 Feet

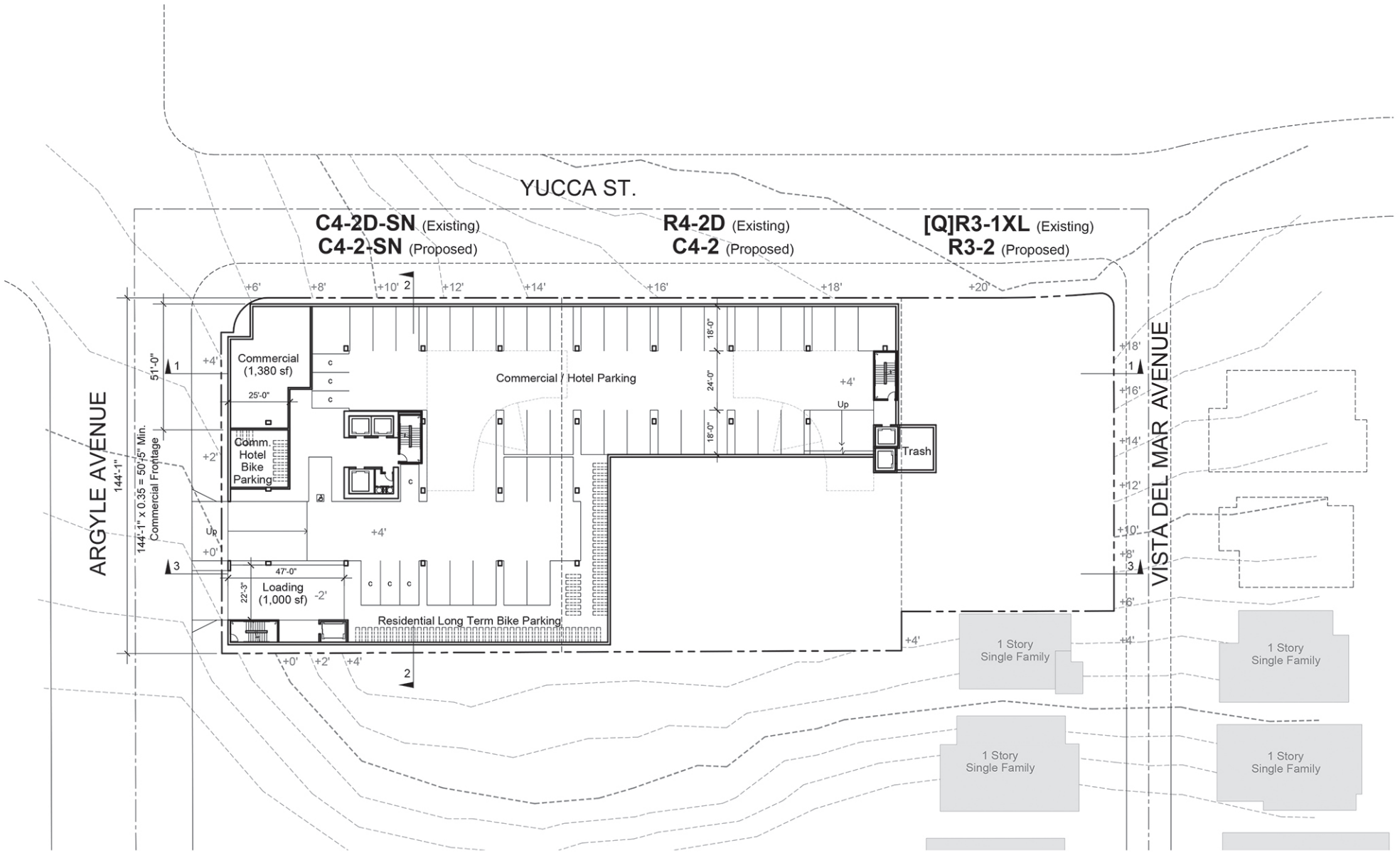
Site Plan

6220 West Yucca Project

Source: Togawa Smith Martin, Inc., 2015.

FIGURE

A-3



PCR

N

0 50 Feet

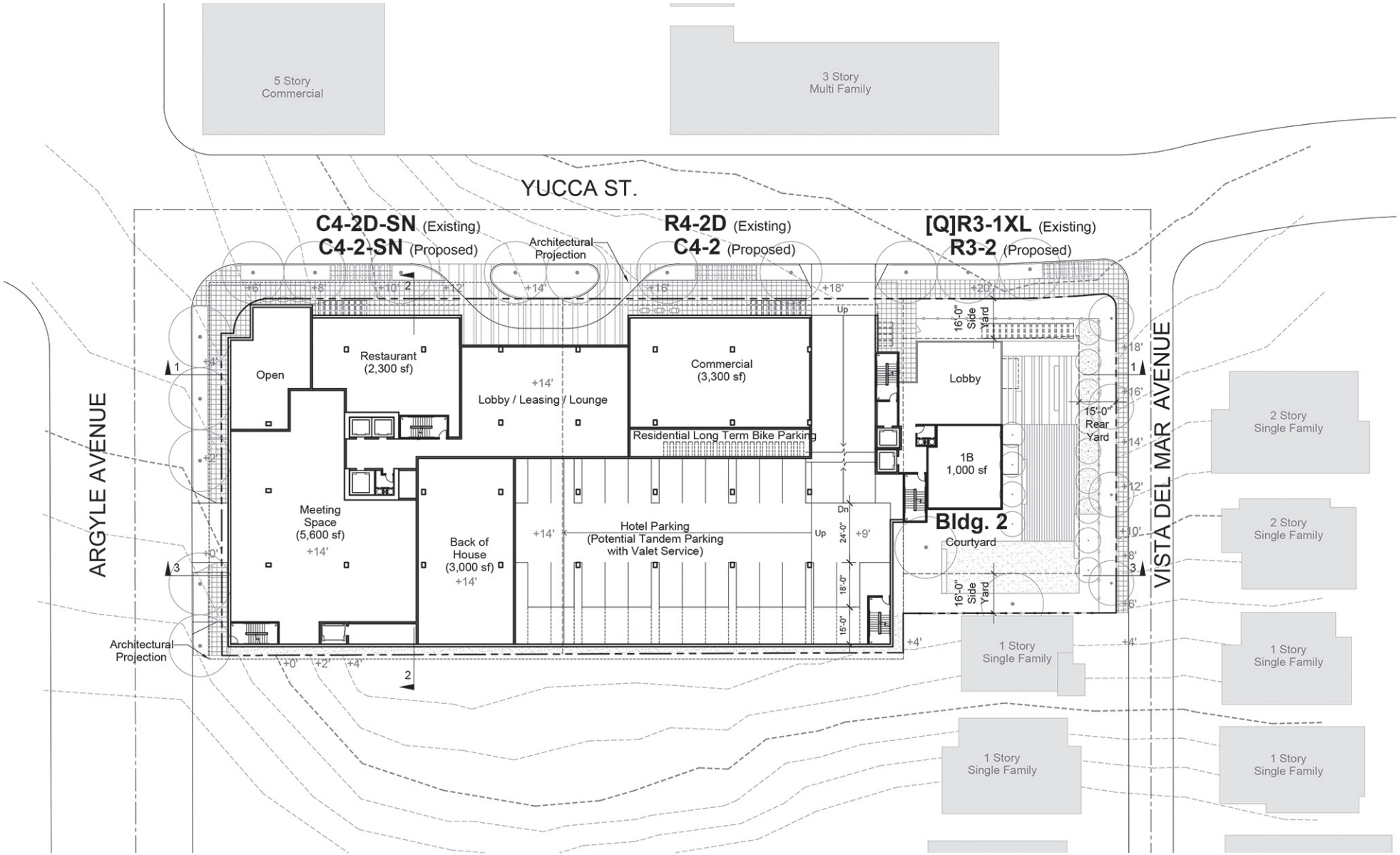
P1 Level Plan

6220 West Yucca Project

Source: Togawa Smith Martin, Inc., 2015.

FIGURE

A-4



PCR

N

0 50 Feet

Ground Level Plan

6220 West Yucca Project

Source: Togawa Smith Martin, Inc., 2015.

FIGURE

A-5

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staff. A description of the residential amenities and parking is provided below in Section 5*, Open Space and Amenities*.

(b) Building 2 – All Residential

Building 2, located at the southwest corner of Yucca Street and Vista Del Mar Avenue, would be 6-stories (~75 feet) with 11 residential units and no other uses. Building 2 would include 14,385 square feet of residential space. The one-bedroom units would be 1,000 square feet and the two-bedroom units would be 1,160 square feet. Parking for residents in Building 2 would be provided in the Building 1 podium parking structure. Residents in Building 2 would be provided with the same services and amenities as residents in Building 1.

2. Building Elevations

As described above, Building 1 would have a maximum elevation of 32-stories (~368 feet) (including 5-story above ground podium) in a tower at the southwest corner of Yucca/Argyle and a 12-story lower "L" wing (including 5-story above ground podium) in the central portion of the project site. Building 2 would be 6-stories (~75 feet). An east-west building section illustrating the proposed mix of uses from Yucca Street is shown in **Figure A-6**, *Building Section 1.*

Building elevations from the north (Yucca Street), south, west (Argyle Avenue), and east (Vista Del Mar Avenue) are illustrated in **Figure A-7**, *North Elevation (Yucca Street)*, **Figure A-8**, *South Elevation*, **Figure A-9**, *West Elevation*, and **Figure A-10**, *East Elevation (Vista Del Mar Avenue)*, respectively.

3. Parking and Access

The project would include 456 vehicular parking spaces within one semi-subterranean parking level (P1 Level) and five levels of above-grade parking (Ground Level through Level 5) within the podium structure of Building 1. There would be a total of 315 parking spaces in the Building 1 parking structure for residential uses (as part of Buildings 1 and 2) provided on levels 2 through 5, and 141 parking spaces for hotel and commercial/restaurant uses within the P1 Level. Los Angeles Municipal Code (LAMC) requirements for vehicular parking are summarized below in **Table A-2**, *Project Vehicular Parking Code Requirements*. As shown in Table A-2, the project would exceed the minimum number of vehicular parking spaces required by the LAMC. In addition, the project would provide 244 bicycle parking spaces, which is consistent with that required by LAMC Section 12.21.A.16. The bicycle parking would include 210 spaces (191 long term, 19 short term) for residential uses, 26 spaces (13 long term, 13 short term) for hotel uses, and eight spaces (4 long term, 4 short term) for commercial/restaurant uses.

Vehicular access to the project site would be provided via Yucca Street and Argyle Avenue. Vehicular access to commercial/restaurant and hotel shared parking within the P1 Level would be provided via an ingress/egress ramp into the parking facility from Argyle Avenue (see Figure A-4). Hotel self-parking is available from the Argyle Avenue parking entry. Commercial/restaurant and hotel truck deliveries would also utilize the same ingress/egress ramp on the P1 Level. Project residents would access parking on Level 2 through Level 5 via a gate-controlled ingress/egress ramp located on the Ground Level along Yucca Street (see Figure A-5). Hotel and guest access would also be via the port-o-cochere located within the Ground

Table A-2

Project Vehicular Parking Code Requirements

Residential	Market Rate # Units	Affordable # Units	Market Rate Space/Unit [a]	Affordable Space/Unit [a]	Parking Spaces
One Bedroom	57	15	1	1	72
Two Bedroom	83	24	2	2	214
Suite	12	0	2	0	24
Total Residential Parking Required					***310***
Total Residential Parking Provided					***315***

Commercial/Restaurant	Square Feet	Spaces/500 s.f. [b]	Parking Spaces
Commercial/Restaurant	6,980	1	14
Total Commercial/Restaurant Parking Required			***14***

Hotel	Rooms	Spaces/Room [c]	Parking Spaces
1 – 30 Rooms	30 Rooms	1 Space	30
31 – 60 Rooms	30 Rooms	0.5 Space	15
Over 60 Rooms	200 Rooms	0.33 Space	67

	Square Feet	Spaces/500 s.f. [b]	
Hotel Meeting Space	5,650	1 Space	11
Total Hotel Parking Required			***123***

Total Commercial/Restaurant/Hotel Parking Provided	***141***
TOTAL REQUIRED OFF-STREET PARKING	***447***
TOTAL PROVIDED OFF-STREET PARKING	***456***

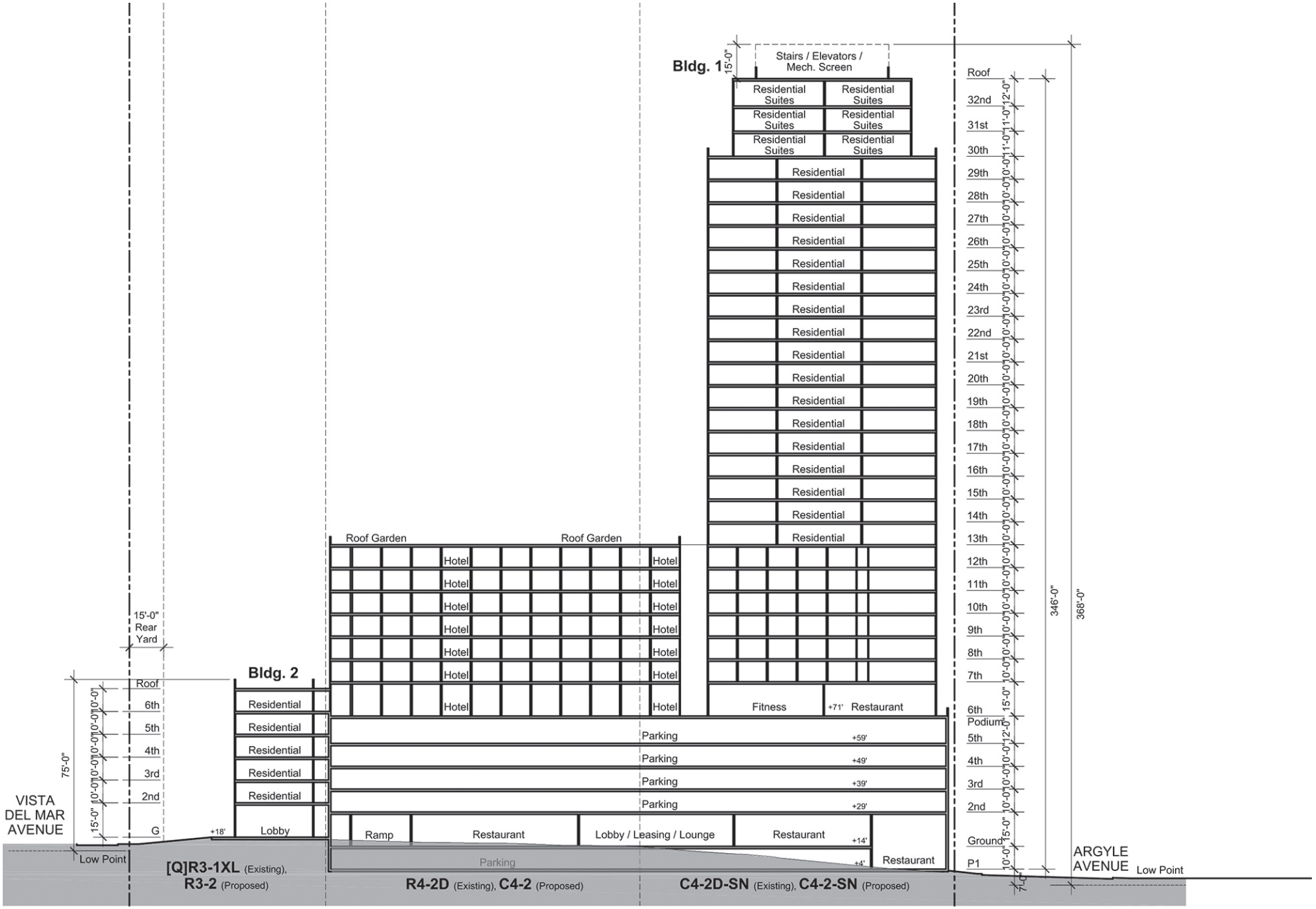
Notes: s.f. = square feet

a LAMC, Section 12.22.A.25(d)(1) Affordable Housing Incentives – Density Bonus, Parking in a Housing Development Project, Parking Option 1

b LAMC, Section 12.21.A.4.(x)(3).2 Parking Requirements for Hollywood Redevelopment Project Area, delineated by Ordinance No. 161,202

c LAMC, Section 12.21.A.4(b) Off-Street Automobile Parking Requirements – For Guest Rooms

Source: PCR Services Corporation, 2015.



PCR

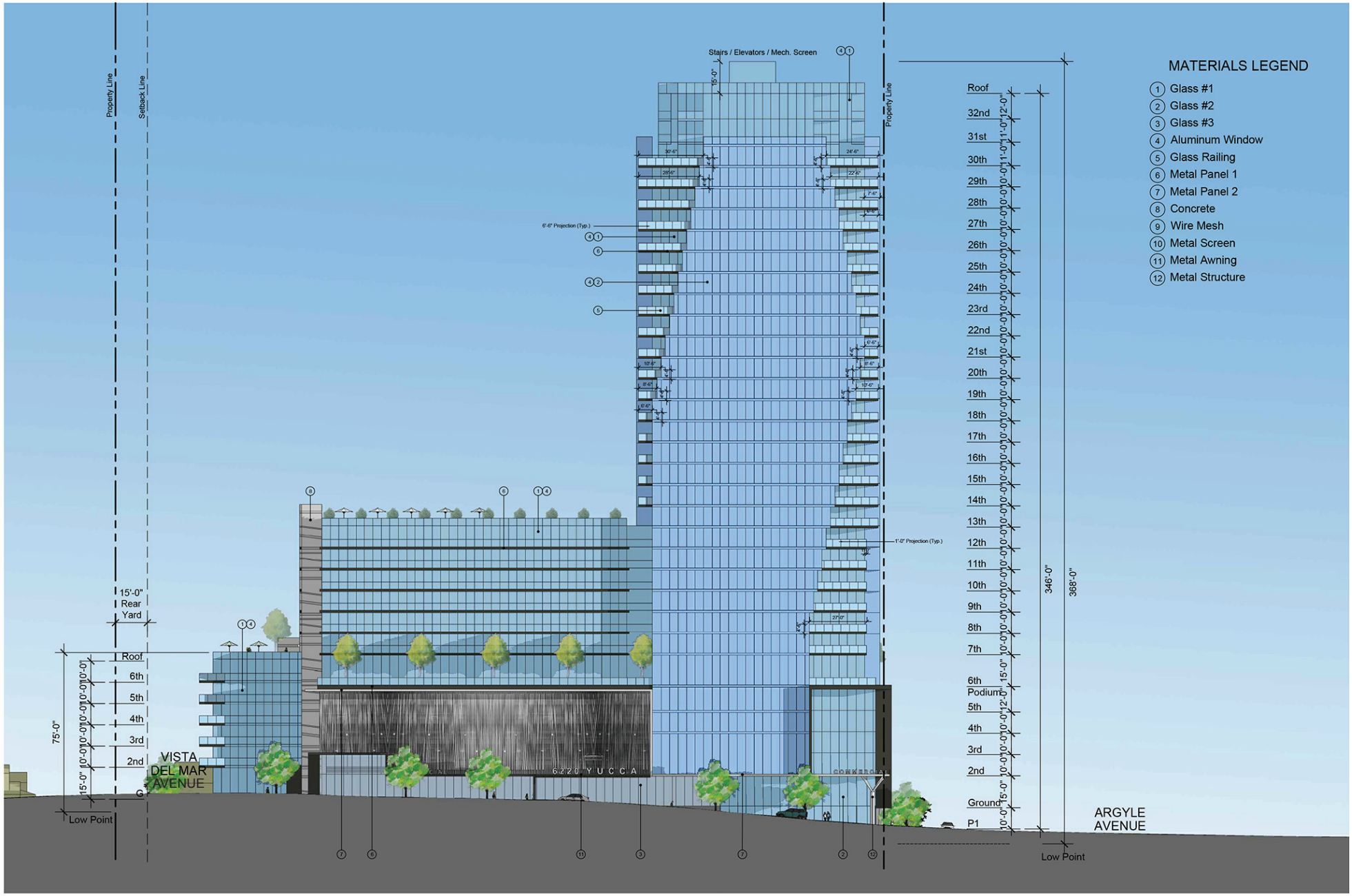
Building Section 1

6220 West Yucca Project

Source: Togawa Smith Martin, Inc., 2015.

FIGURE

A-6



PCR

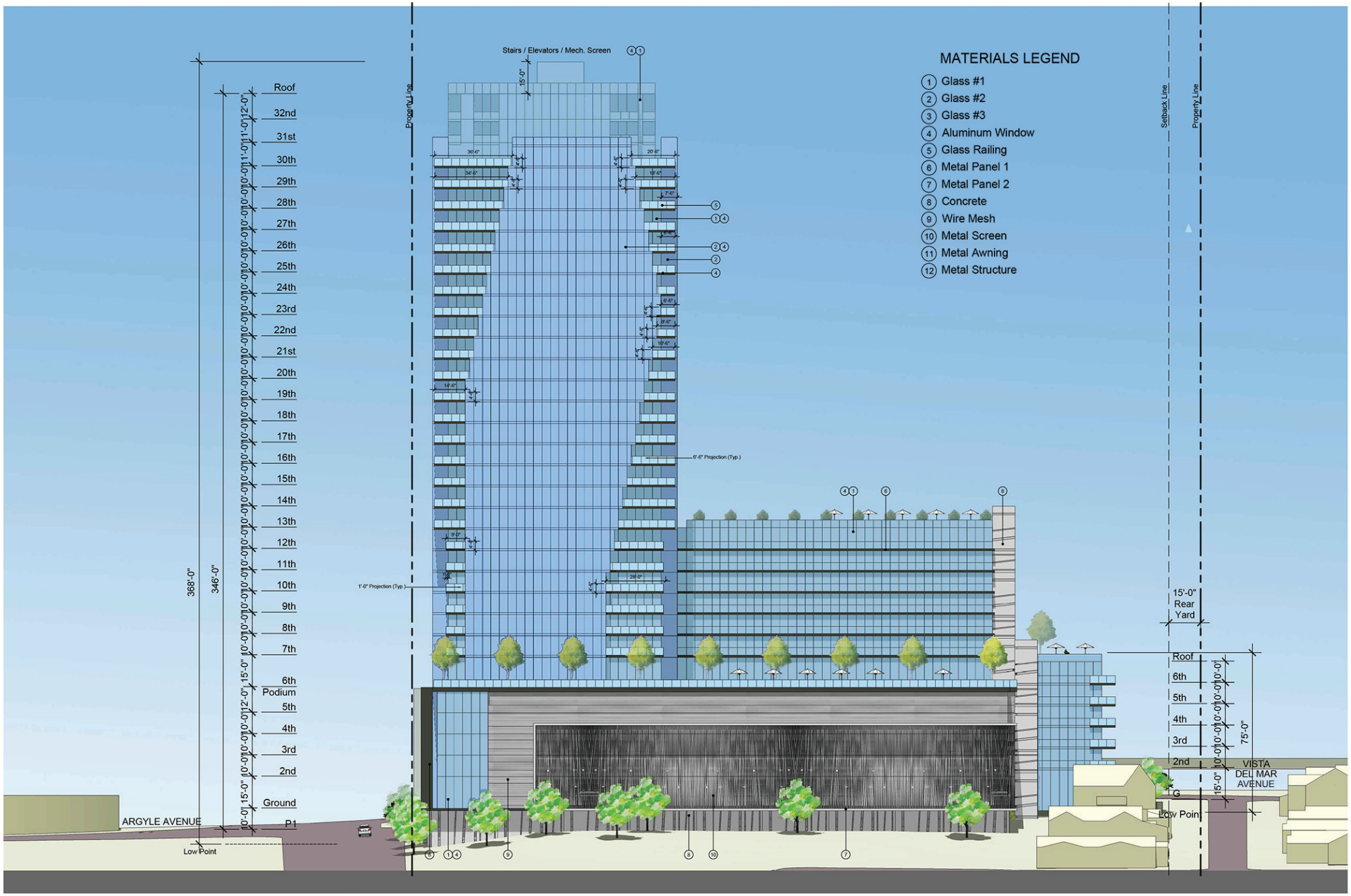
North Elevation (Yucca Street)

6220 West Yucca Project

Source: Togawa Smith Martin, Inc., 2015.

FIGURE

A-7



PCR

South Elevation

6220 West Yucca Project

Source: Togawa Smith Martin, Inc., 2015.

FIGURE

A-8

PCR

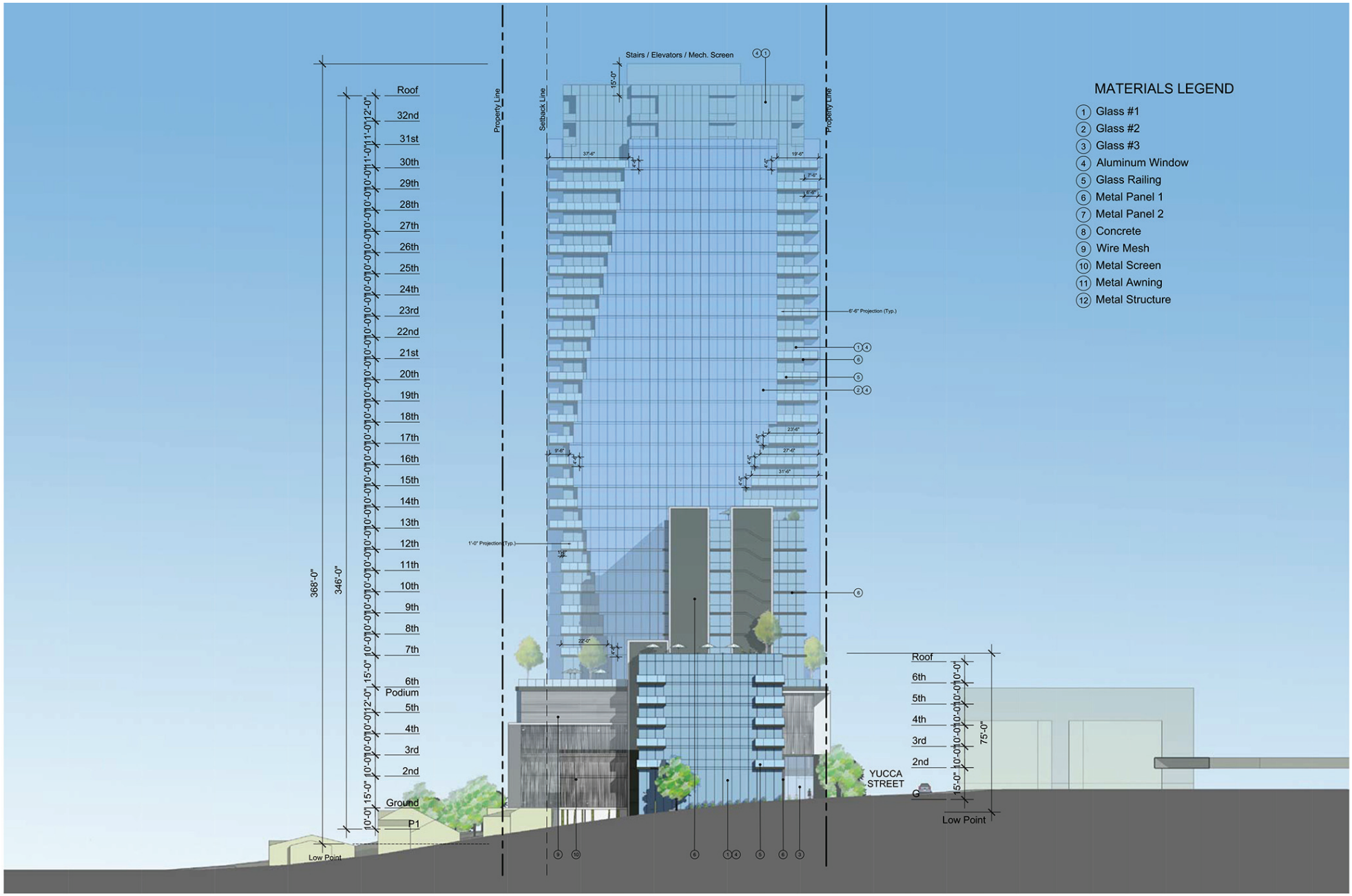
West Elevation

6220 West Yucca Project

Source: Togawa Smith Martin, Inc., 2015.

FIGURE

A-9



PCR

East Elevation (Vista Del Mar Avenue)

6220 West Yucca Project

Source: Togawa Smith Martin, Inc., 2015.

FIGURE

A-10

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Level on Yucca Street (see Figure A-5). It is anticipated that valet service would be available to hotel guests and visitors at the port-o-cochere.

Pedestrian access to commercial/restaurant uses would be provided from various at-grade sidewalks and steps equipped with café tables, parkway planters, and bike parking along Argyle Avenue, Yucca Street, and Vista Del Mar Avenue. Access to commercial/restaurant uses on Argyle Avenue and Yucca Street would be unrestricted during business hours, with public access discontinued after businesses have closed. Pedestrian access to residential uses would be restricted through the use of an electronically access controlled residential only lobby within Building 2 on the Ground Level. Additionally, residents would be provided access via a shared residential/hotel lobby within Building 1 on the Ground Level. Hotel access would be restricted through the use of a staffed hotel lobby (also shared with residential uses) on the Ground Level and through the use of hotel key cards.

4. Loading and Trash Removal

Loading and trash removal for the residential, hotel, and commercial/restaurant uses would all occur in designated areas within the interior of the P1 Level such that noise, odor, or other impacts to nearby residents would be minimized. Loading activities for the residential, hotel and all commercial/restaurant uses would occur within the P1 Level in a designated 1,000 square-foot loading area near the parking entrance off of Argyle Avenue (see Figure A-4). Loading/deliveries for residential uses would utilize the dedicated residential freight elevator on the Ground Level. Trash collection areas, including trash collection bins and a dedicated on-site recycling area, would be provided for the entire development in the northeastern corner of the P1 Level. Access to the loading and trash removal areas would be restricted to daylight hours.

5. Open Space, Landscaping and Amenities

The project would include various outdoor open spaces and landscape treatments. The exterior boundaries of the project site along Yucca Street, Argyle Avenue, and Vista Del Mar Avenue include a streetscape design that would allow pedestrians, café tables, parkway planters, and bike parking as well as access to the port-o-cochere. All of the open spaces areas would have extensive landscaping and well-detailed hardscape. Figure A-3 provides an illustration of the project's proposed outdoor spaces and amenity features.

(a) Resident Only Features

The Ground Level would include a resident-only 3,880 square feet of outdoor courtyard space along Vista Del Mar Avenue with short term bicycle parking, outdoor tables, and lounge seats (see Figures A-3 and A-5). The project would also include a resident-only 9,620 square foot roof garden space on Level 13 (above the 12-story lower "L" wing of Building 1) equipped with lounge seating, outdoor bar tops and bar stools, bistro tables, barbeque grills, game tables, a recreational lawn, and bocce ball court (see Figure A-3). The project further includes 1,430 square feet of rear yards and 6,250 square feet of private residential balconies.

(b) Shared Features (Hotel and Residential)

The project would include a 2,000 square foot fitness center, 6,200 square feet of restaurant space with outdoor dining, and a pool deck located on Level 6 to be shared by both hotel guests and residents (see

Figures A-3 and A-6). The pool deck would be equipped with a pool, spa, gas fire pit, lounge seats, built-in wood seat benches, cabanas, dining tables and chairs, and patios.

6. Lighting and Signage

New site signage would be used for building identification, hotel and commercial/restaurant tenant advertising/branding, wayfinding, and security markings. It would be designed and located to be compatible with the architecture and landscaping of the project. Hotel and commercial/restaurant signage would be similar to other signage along the street frontages in the area. Pedestrian areas would be well lit for security. The proposed buildings would include accent lighting to complement the building architecture. Any pole-mounted light fixtures located on-site would be shielded and directed towards the areas to be lit and away from adjacent light-sensitive land uses, such as existing residential uses to the east and south of the site. The western portion of the project site is located within the Hollywood Signage Supplemental Use District inside the Community Redevelopment Agency area. As such, the signage would be intended to serve the on-site project activities, consistent with the provisions of the Hollywood Signage Supplemental Use District. No off-site signage is proposed.

7. Site Security

The project would incorporate a 24-hour/seven-day security program to ensure the safety of its residents and site visitors. The buildings would include controlled access to residential units and the hotel in order to ensure the safety of site residents and guests. Access to commercial/restaurant uses would be unrestricted during business hours, with public access discontinued after businesses have closed. Facility operations would include staff training and building access/design to assist in crime prevention efforts and to reduce the demand for police protection services. Site security would include provision of 24-hour video surveillance and full-time security personnel. Duties of the security personnel would include, but would not be limited to, assisting residents and visitors with site access; monitoring entrances and exits of buildings; managing and monitoring fire/life/safety systems; and patrolling the property. The project design would also include lighting of entry-ways and public areas for site security purposes.

8. Sustainability Features

The project would achieve several objectives of the City of Los Angeles General Plan Framework Element, Southern California Association of Governments Regional Transportation Plan, and South Coast Air Quality Management District Air Quality Management Plan for establishing a regional land use pattern that promotes sustainability. The project would support pedestrian activity in the Hollywood area, and contribute to a land use pattern that addresses housing needs and reduces vehicle trips and air pollution by locating residential uses within an area that has public transit (with access to existing regional bus service and the Metro Red Line Hollywood/Vine Station), and employment opportunities, restaurants and entertainment all within walking distance.

The project would be designed to meet the California Green Building Standards (CALGreen) Code as adopted and amended by the City of Los Angeles through the incorporation of green building techniques and other sustainability features, including those within the City of Los Angeles Green Building Code, where applicable. A sustainability program would be prepared and monitored by a design consultant to provide guidance in project design, construction and operations; and to provide performance monitoring during project operations to reconcile design and energy performance and enhance energy savings. Some of the project's

key design features that would contribute to energy efficiencies include the use of glass/window areas for ventilation and daylight accessibility, and landscaping of roof decks. Other building features would include such items as stormwater retention; installation of energy-efficient heating, ventilation, and air conditioning (HVAC) systems that utilize ozone-friendly refrigerants; use of materials and finishes that emit low quantities of volatile organic compounds (VOCs); use of high efficiency fixtures and appliances; water conservation features; and dedicated on-site recycling area. Further, the Project's inclusion of bicycle parking, as discussed above, would encourage the use of alternative modes of transportation.

9. Anticipated Construction Schedule

The Applicant anticipates commencing construction as early as late 2017 with construction activities occurring for approximately two years. Full build-out and occupancy would occur in 2021.

F. NECESSARY APPROVALS

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

Zone Change and Height District Change: The West Parcel is currently zoned C4-2D-SN, the Center Parcel is currently zoned R4-2D, and the East Parcels are currently zoned [Q]R3-1XL. The project would require a zone change and a height district change for the Center Parcel from R4-2D to C4-2, a height district change for the West Parcel to remove the D Limitation (C4-2D-SN to C4-2-SN), and a zone change for removal of the "[Q]" and a height district change for the East Parcels ([Q]R3-1XL to R3-2) pursuant to LAMC Section 12.32 in order to allow development of the project.

Site Plan Review: The project would create, or result in an increase of, 50 or more dwelling units. As such, it would obtain Site Plan Review pursuant to LAMC Section 16.05.

SB 1818 Density Bonus, Averaging, and FAR: The project would set aside at least 11% (22 units) of its residential units for very low-income households and another approximately 9% (17 units) for low income households. As such, it qualifies for a density bonus up to 35%, a parking option, and two on menu incentives pursuant to LAMC Section 12.22.A.25. The Applicant is electing to use parking option one and has requested two on menu development incentives for (i) averaging of floor area ratio ("FAR"), density, parking, open space and vehicular access, and (ii) a 35% increase in FAR.

Conditional Use Permit: Hotel: The project would include a 260 room hotel within 500 feet of the R zone. As such, it would obtain a Conditional Use Permit (CUP) pursuant to LAMC Section 12.24.W.24.

Master Conditional Use Permit: Alcoholic Beverages and Live Entertainment/Dancing: The project would include the sale of a full line of alcoholic beverages and live entertainment / dancing in connection with the hotel and restaurant portions of the project. Thus, the project would obtain a CUP pursuant to LAMC Section 12.24.W.1 and W.18.

Findings of consistency with the Hollywood Community Plan, and objectives in the Hollywood Redevelopment Plan Section 506.2.3, related to an increase in the floor area ratio.

Demolition Permits: Required to remove the existing on-site structures to allow for construction of the proposed buildings.

Construction permits, including building, grading, excavation, foundation, and associated permits.

Vesting Tentative Tract Map.

Haul Route Permit, as may be required.

Other approvals as needed.

ATTACHMENT B: EXPLANATION OF CHECKLIST DETERMINATIONS

The following 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 those issues that will be addressed in an EIR with conclusions of impact significance reached as part of the analysis within that future document.

I. AESTHETICS

Would the project:

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

Potentially Significant Impact. The project site is located within the highly urbanized Hollywood Community. Visual resources of merit in the greater project area include the Hollywood Sign, which is a City-designated historic monument, the Hollywood Hills located to the northwest, and a number of historic buildings in the vicinity of the project site, including the Capitol Records Building. Further, the surrounding community includes a range of commercial uses, numerous entertainment venues, retail uses, restaurants, bars, hotels, and residential uses that contribute to the visual character of the area.

The project would demolish one single-family residence, one duplex, and three, two-story apartment buildings and associated carports and paved surface parking areas. The project would replace these uses with a mixed-use residential, hotel, and commercial/restaurant project consisting of two buildings with elevations ranging between 6- and 32 stories. The project would alter the visual conditions on the site and could have an effect on scenic vistas from some locations in the vicinity of the project site. Therefore, it is recommended that this issue be analyzed further in an EIR. The EIR analysis will include: (1) an identification and description of the valued view resources present in the area; (2) an identification of vantage points that have access to the identified valued view resources; (3) an analysis of changes attributable to project development; and (4) an analysis of the project's potential to block or otherwise remove views of the identified view resources.

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

Potentially Significant Impact. The project site is not located within the viewshed of a designated state scenic highway. However, as discussed in Response No. V.a, below, the project would involve demolition of one single-family residence and one duplex along Vista Del Mar Avenue. These residences are in the Vista Del Mar Avenue/Carlos Historic District. Thus, demolition of the residences could result in significant direct impacts to historical resources. Furthermore, given that there are historical resources and a historic district in the project vicinity, the project also has the potential to result in significant indirect impacts on historical resources. Therefore, the project's potential to damage scenic resources will be evaluated further in an EIR.

The EIR analysis will include: (1) an identification and description of any scenic resources in the area; (2) an identification of vantage points that have access to the identified valued scenic resources; (3) an analysis of changes attributable to project development; and (4) an analysis of the project's potential to damage scenic resources.

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 is currently defined by one single-family residence, one duplex, and three, two-story apartment buildings and associated carports and paved surface parking areas. The project vicinity includes a range of commercial uses, numerous entertainment venues, retail uses, restaurants, bars, hotels, and residential uses which contribute to the visual character of the area. Also, there are historical resources (i.e., the Capitol Records Building) and the Vista Del Mar Avenue/Carlos Historic District in the project vicinity, which contribute to the visual character of the surrounding area. The project would replace the existing one- to two-story residential uses with a mixed-use residential, hotel, and commercial/restaurant project consisting of two buildings with elevations ranging between 6- and 32 stories. Thus, the project would alter the visual character of the site and its surroundings and increase development density in the project vicinity. It is recommended that this issue be analyzed further in an EIR. The EIR analysis will include: (1) a description of the visual character of the project site, as viewed from off-site locations under existing and proposed conditions; (2) an analysis of potential impacts to the valued visual character; and (3) an evaluation of project consistency with relevant policies set forth in applicable City planning documents (e.g., City General Plan, Hollywood Community Plan, etc.).

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

Potentially Significant Impact. The project site lies within the highly urbanized Hollywood community, characterized by medium to high ambient nighttime artificial light levels. During nighttime hours, the surrounding mix of uses utilize moderate to high levels of interior and exterior lighting for way-finding, security, parking, billboards, signage, architectural highlighting, and landscaping purposes. Traffic on local streets and the Hollywood Freeway (US Route 101) also contribute to overall ambient artificial light levels in the area. The project would introduce new sources of nighttime illumination for architectural highlighting, parking, signage and security purposes, which may be visible from some nearby off-site vantages; thereby contributing to the lighting conditions in the area. In addition, the project would introduce new building surface materials to the site. Therefore, light and glare impacts will be analyzed further in an EIR. The EIR light and glare analysis will include: (1) a description of the City regulatory environment as it relates to artificial light and glare; (2) a description of existing on-site and off-site light and glare conditions; (3) an identification of light- and glare-sensitive uses; (4) a description of potential new light and glare sources that may be introduced by the project; and (5) an analysis of the potential for the project to adversely affect the identified light- and glare-sensitive uses.

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 sensitivity of the surrounding uses. A number of mid- to high-rise buildings are located within the project vicinity. Thus, shading of off-site areas from these buildings currently occurs within the project vicinity. As the project would replace existing one- and two-story residential uses with

two buildings at elevations ranging between 6- and 32 stories, additional shadows may be cast on land uses surrounding the project site, potentially affecting nearby sensitive receptors. As such, it is recommended that this issue be analyzed further in an EIR. The EIR shading analysis will include: (1) an identification of shadow-sensitive uses in the surrounding adjacent area; (2) an analysis of the shadow that could be caused by the proposed structures for the morning, mid-day, and afternoon periods during the Summer and Winter solstices and the Spring/Fall equinox; and (3) a description of the duration of project-related shading on any of the identified shadow-sensitive uses.

II. 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. Further analysis of this issue is not necessary and no mitigation measures would be required.

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

No Impact. The project site has General Plan land use designations of Regional Center Commercial and Medium Residential and is currently zoned Commercial-Height District 2 with Development Limitation-Sign Supplemental Use District (C4-2D-SN), Multiple Dwelling-Height District 2 with Development Limitation (R4-2D), and Multiple Dwelling-Height District 1XL ([Q]R3-1XL). Agricultural uses are not permitted within the C1, C2, C4, C4-1D, or P zones, and the project site is not under 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. Further analysis of this issue is not necessary and no mitigation measures would be required.

[1] *California Department of Conservation, Division of Land Resource Protection, Los Angeles County Williamson Act FY 2012-2013.*

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 in Response II.b, the project site is zoned for residential and commercial uses. Further, consistent with the built, urbanized area surrounding the project site, the larger project vicinity is also 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. Further analysis of this issue is not necessary and no mitigation measures would be required.

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, urbanized area and no forest lands exist within the project vicinity. Further analysis of this issue is not necessary and no mitigation measures would be required.

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

No Impact. No agricultural resources or operations currently exist on or near the project site, which is located in Hollywood, a highly urbanized regional center. Therefore, the project 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. Further analysis of this issue is not necessary and no mitigation measures would be required.

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 SCAQMD or Congestion 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 current Air Quality Management Plan (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, hotel, and commercial/restaurant uses in proximity to commercial and entertainment activities as well as a range of employment opportunities, locate new development in proximity to existing public transit facilities including various bus stops and would redevelop a site already served by existing infrastructure. Notwithstanding these attributes, the project has the potential to increase the amount of traffic in the area which would consequently generate operational air emissions that could affect implementation of the AQMP. Pollutant emissions resulting from construction of the project would also have the potential to affect implementation of the AQMP. Therefore, it is recommended that this issue be analyzed further in an EIR. The EIR analysis will include: (1) an evaluation of the project's consistency with the SCAQMD's AQMP in accordance with the procedures established in the SCAQMD's CEQA Air Quality Handbook; and (2) an assessment of project consistency with the applicable policies of the City's General Plan Air Quality Element policies addressing air quality issues.

With regard to the project's consistency with the Congestion Management Program (CMP) administered by the Metropolitan Transportation Authority (Metro), see Response No XVI.b, *Transportation/Circulation*, below.

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

Potentially Significant Impact. As indicated in Response No. III. a) above, 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, $PM_{10,}$ and $PM_{2.5}$ on Federal and State air quality standards. As discussed in Response No. III.a above, the project would result in increased air emissions associated with construction and operational traffic. Therefore, it is recommended that this issue be analyzed further in an EIR. The EIR's construction analysis will: (1) describe the regulatory environment as it relates to air quality; (2) develop the project's daily regional construction emissions inventory; (3) identify sensitive receptors in the project area that may be impacted by project construction including off-site hauling activities; (4) identify maximum impacts to sensitive receptors from the project's daily construction emissions using the SCAQMD's localized significance thresholds (LSTs) screening methodology; and (5) analyze the potential for emissions of air toxics during construction and their resultant potential impacts. The EIR's operational analysis will include: (1) a forecast of daily regional emissions from mobile and stationary sources that would occur during long-term project operations; and (2) an evaluation of localized pollutant concentrations. The analysis will also address criteria pollutants (i.e., pollutants for which ambient air quality standards have been established).

c. Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment (ozone, PM10, and PM2.5) under an applicable Federal or State ambient air quality standard?

Potentially Significant Impact. As discussed in Response III.a above, 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, $PM_{10,}$ and $PM_{2.5.}$ Therefore, implementation of the project could potentially contribute to air quality impacts, which could cause a cumulative impact when combined with

other existing and future emission sources in the project area. Therefore, it is recommended that this issue be analyzed further in an EIR. The EIR's cumulative air quality analysis will be conducted in accordance with the procedures established by the SCAQMD and address the degree to which the project would or would not result in a cumulatively considerable net increase of any criteria pollutant, including those for which the Basin is classified as non-attainment under an applicable federal or State ambient air quality standard.

d. Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. The project is located in a mixed-use area with residential uses and other sensitive receptors interspersed throughout the area at varying distances from the project site. Construction activities and operation of the proposed uses could increase air emissions above current levels, thereby potentially affecting nearby sensitive receptors. Therefore, it is recommended that this issue be analyzed further in an EIR. As previously described, project impacts associated with pollutant concentrations will be analyzed during project construction, as well as long-term operations. The analysis will address concentrations of both criteria pollutants and toxic air contaminants.

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

Less Than Significant Impact. 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, hotel, and commercial/restaurant 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 storage, cooking odors, and the use of certain cleaning agents, all of which would be consistent with surrounding land uses. 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. Further analysis of this issue is not necessary and no mitigation measures would be required.

IV. BIOLOGICAL RESOURCES

Would the project:

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

No Impact. The project site is located in a highly urbanized area and is fully developed with residential uses, associated carports and paved surface parking. There is limited ornamental landscaping on the site. Because of the urbanized nature of the project site and surrounding area, the site is not in a location that supports habitat for candidate, sensitive, or special status species. Therefore, no impacts to candidate,

sensitive, or special status species would occur. Further analysis of this issue is not necessary and no mitigation measures would be required.

b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No Impact. As discussed in Response No. IV.a above, the project site and surrounding area are located in an urbanized area. 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 the U.S. 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. Further analysis of this issue is not necessary and no mitigation measures would be required.

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

No Impact. The project site lies in an urban area and currently contains residential uses with associated carports and paved surface parking. The surrounding area is highly urbanized and neither the project site or surrounding area contain wetlands as defined by Section 404 of the Clean Water Act. Therefore, the project would not have an adverse effect on Federally protected wetlands. Further analysis of this issue is not necessary and no mitigation measures would be required.

d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact. As stated above in Response IV.a, the project site is developed with residential uses, paved hardscape areas, and limited ornamental landscaping within an urbanized area. No water bodies that could serve as habitat for fish exist on the project site or in the vicinity. With only a limited number of decorative/ornamental trees on the project site and in the surrounding area, there is not a substantial amount of habitat to support migratory bird species. As such, there are no established native resident or migratory wildlife corridors on the project site or in the vicinity. Because of the urban nature of the project site and surrounding area, 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. Further analysis of this issue is not necessary and no mitigation measures would be required.

[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)?

Potentially Significant Unless Mitigation Incorporated. There are decorative/ornamental trees located within the project site or along the public street frontages facing the project site. These trees include the 10 private property trees, two City right-of-way trees, and eight trees that overhang the project site on the property to the south. According to the Tree Report prepared for the project (see Appendix A of this Initial Study), none of the private property species are considered protected under the City of Los Angeles Protected Tree Ordinance (Chapter IV, Article 6 of the Los Angeles Municipal Code).[3]

The project would incorporate a landscape plan, which would include the planting of numerous street trees (approximately 19), as well as new shrubs and groundcover. The two City right-of-way trees (Evergreen pear trees) would be removed and replaced in accordance with the applicable policies of the City's Street Tree Ordinance, or as otherwise necessary per City requirements. The City's Street Tree Ordinance requires all significant, non-protected trees replaced at 1:1 ratio. The number of ornamental street trees proposed by the project would exceed those currently in place on the project site and required by the City's Street Tree Ordinance. There would be no trees affected by proposed construction on contiguous properties other than the trees to the south. These trees could be cut back over the project property line or removed, subject to an agreement between the Applicant and the adjacent property owner. Standard City Mitigation Measures IS-1 to IS-3 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; and that removal or planting of any tree in the public right-of-way obtain approval of the Board of Public Works. 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 Mitigation Measures IS-1 to IS-3 below would ensure impacts are less than significant. Further analysis of this issue is not necessary in the EIR.

Mitigation Measures

Mitigation 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.

Mitigation 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..

Mitigation Measure IS-3: Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at: 213-847-

[3] *6220 West Yucca Street and 1465 Vista Del Mar Avenue Tree Report, prepared by Carlberg Associates, dated November 12, 2015. Included in Appendix A of this Initial Study.*

3077. All trees in the public right-of-way shall be provided per the current standards of the Urban Forestry Division the Department of Public Works, Bureau of Street Services.

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 in Response No. IV.a above, the project site is located within a developed, urbanized area and does not provide habitat for 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. Further analysis of this issue is not necessary and no mitigation measures would be required.

V. CULTURAL RESOURCES

Would the project:

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

Potentially Significant Impact. The 1.16-acre project site is improved with one single-family residence, one duplex, and three, two-story apartment buildings and associated carports and paved surface parking areas. The three Mid-Century Modern Garden style apartment buildings and carports were constructed in 1953. The single-family residence nearest the corner of West Yucca Street and Vista Del Mar Avenue was built in 1920 and the duplex immediately south was built in 1918. The residential parcels along Vista Del Mar Avenue are located within the Vista Del Mar Avenue/Carlos Historic District, a district determined eligible for the National Register by consensus through the Section 106 process and listed on the California Register. Also, the vacant land to the south of the site was formerly occupied by the Little Country Church of Hollywood site, which was destroyed by fire in 2008. The site maintains its Historical-Cultural Monument status (HCM# LA-567). The site is considered as a discretionary historical resource under CEQA. As the project would involve demolition of all on-site structures to support redevelopment of the project site with new urban uses, there is potentially for significant direct impacts to historical resources. Thus, the Draft EIR will evaluate the project's potential for direct impacts to historic resources.

The project has been designed in recognition of the adjacent Vista Del Mar Avenue/Carlos Historic District. At the ground level, the project would include a resident-only 3,880 square foot landscaped outdoor plaza/courtyard space along Vista Del Mar Avenue (see Figure A-3). Building 2 on the eastern portion of the site would be 6 stories. Building 1 would have a maximum elevation of 32-stories (~368 feet) (including 5-story above ground podium) in a tower at the southwest corner of Yucca/Argyle and a 12-story lower "L" wing (including 5-story above ground podium) in the central portion of the project site. Therefore, as viewed from Vista Del Mar Avenue, the project's ground level plaza would be followed by the lower 6-story Building 2, then the higher building elevations as part of Building 1. In effect, the plaza and increased building height elevations going away from Vista Del Mar Avenue and the adjacent Vista Del Mar Avenue/Carlos Historic District, would act as a visual transition from the residential uses along Vista Del Mar

Avenue to the site's westernmost tower component of Building 1 which serves as the visual focus of the project. Nonetheless, the project's potential for indirect impacts on historic resources and the historic district in the project vicinity will be further evaluated in the EIR.

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

Potentially Significant Impact. Section 15064.5(a)(3)(D) of the CEQA Guidelines generally defines archaeological resources as any resource that "has yielded, or may be likely to yield, information important in prehistory or history." Archaeological resources are features, such as tools, utensils, carvings, fabric, building foundations, etc., that document evidence of past human endeavors and that may be historically or culturally important to a significant earlier community. The project site is located within a highly urbanized area and has been subject to grading and development in the past. Thus, surficial archaeological resources that may have existed at one time have been previously disturbed. Nonetheless, the project includes subterranean parking and would require grading, excavation, and other construction activities that could have the potential to disturb existing but undiscovered archaeological resources. Therefore, the EIR will provide further analysis of the project's potential impacts to archaeological resources. The EIR analysis will include: (1) a records search of past archaeological investigations in the project area; and (2) an assessment of the extent to which project development may affect any archaeological resources.

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

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

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

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. Thus, the potential exists to encounter human remains during excavation activities. 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-4 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 human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. In the event that human remains are discovered during excavation activities, the following procedure shall be observed:

- Stop immediately and contact the County Coroner:

  1104 N. Mission Road
  Los Angeles, CA 90033
  323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or
  323-343-0714 (After Hours, Saturday, Sunday, and Holidays)

  If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC will immediately notify the person it believes to be the most likely descendent of the deceased Native American.

- The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.

- If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.

VI. GEOLOGY AND SOILS

Would the project:

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

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

Potentially Significant Impact. Fault rupture is 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 seismically active region of southern California is crossed by numerous active and potentially active faults and is underlain by several blind thrust faults. The CGS has established earthquake fault zones known as Alquist-Priolo Earthquake Fault Zones around the surface traces of active faults to assist cities and counties in planning, zoning, and building regulation functions. These zones identify areas where potential surface rupture along an active fault could prove hazardous and identify where special studies are required to characterize hazards to habitable structures. According to recent and localized information, e.g. the State of California Department of Conservation Regulatory Maps and the City's ZIMAS system, the project site is located within an Alquist-Priolo Earthquake Fault Zone along the Hollywood Fault.[4],[5] As such, it is recommended that this issue be analyzed further in an EIR. The EIR analysis will identify the potential for fault rupture to occur on the project site based on additional site-specific data collected at the project site.

ii. Strong seismic ground shaking?

Potentially Significant Impact. The project site is located within the seismically active Southern California area and located within an Alquist-Priolo Earthquake Fault Zone along the Hollywood Fault. Thus, the project site would be subject to shaking during earthquake events. The level of ground shaking that would be experienced at the project site from the Hollywood Fault or any other active 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, site topography, and site geology. The project design would be required to comply with State and City regulations for the protection of public safety. Because of the project's proximity to active faults, the project's soil characteristics and applicable project design requirements will be identified and disclosed. Therefore, it is recommended that this issue be analyzed further in an EIR. The EIR analysis will identify the potential for seismic ground shaking and take into consideration the impact of seismic activity on future development, as well as compliance with the most recent regulatory requirements regarding seismic safety.

iii. Seismic-related ground failure, including liquefaction?

Potentially Significant Impact. Liquefaction 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 project site is not located in a liquefaction hazard zone as mapped by the City of Los Angeles.[6] Therefore, the potential for liquefaction to occur at the project site is considered to be low. Nevertheless, with the site being within an Alquist-Priolo Earthquake Fault Zone along the Hollywood Fault and subject to potentially high seismic activity (see Response Nos a.VI.ai-ii), a site specific geotechnical evaluation is being prepared for the project site which will fully assess the potential for seismic-related ground failure, including liquefaction. The results of the geotechnical evaluation will be included in the EIR. The EIR analysis will identify the potential

[4] *State of California Department of Conservation Website, http://www.quake.ca.gov/gmaps/ap/ap_maps.htm, accessed June 2015.*

[5] *Los Angeles Department of City Planning, ZIMAS Parcel Profile Report, September 21, 2015..*

[6] *Los Angeles Department of City Planning, ZIMAS Parcel Profile Report, September 21, 2015.*

for ground failure and take into consideration the impact of seismic activity on future development and compliance with regulatory requirements.

iv. Landslides?

Potentially Significant Impact. The project site has been graded and is generally flat, with the bordering Vista Del Mar Avenue and Argyle streets having topography that gently slopes downward from the north at Yucca Street to the south towards Carlos Avenue. The project site is not located in a landslide hazard zone as mapped by the City of Los Angeles.[7] Therefore, the potential for landslides to occur at the project site is considered to be low. Nevertheless, with the project site being subject to potentially high seismic activity (see Response Nos. VI.a.i-ii) and its proposal to excavate soils as part of the semi-subterranean parking level, a site specific geotechnical evaluation is being prepared for the project site which will fully assess the potential for landslides. The results of the geotechnical evaluation will be included in the EIR. The EIR analysis will identify the potential for landslides and take into consideration the impact of seismic activity on future development and compliance with regulatory requirements.

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

Potentially Significant Impact. The project site would require excavation, most of which would be exported off-site. Grading, excavation and other cconstruction activities associated with the project have the potential to result in minor soil erosion during grading and soil stockpiling, subsequent siltation, and conveyance of other pollutants into municipal storm drains. In addition, the change in on-site drainage patterns resulting from the project could also result in limited soil erosion. Thus, it is recommended that the potential for soil erosion resulting from construction and operation of the project be analyzed further in an EIR, as discussed further in Response No. IX.c, *Hydrology and Water Quality*, below.

c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Potentially Significant Impact. As discussed in Response Nos. VI.a.iii-iv, above, liquefaction and landslide hazards have been concluded to be potentially significant impacts.. Subsidence occurs when fluids from the ground (such as petroleum and groundwater) are withdrawn. Since the site is not located within a known oil field, subsidence associated with extraction activities is not anticipated. Nonetheless, with the site being within an Alquist-Priolo Earthquake Fault Zone along the Hollywood Fault and subject to potentially high seismic activity (see Response Nos .VI.a.i-ii), a site specific geotechnical evaluation is being prepared for the project site which will fully assess the potential for soil stability hazards, including those related to landslides, lateral spreading, subsidence, liquefaction, and collapse. The results of the geotechnical evaluation will be included in the EIR.

[7] *Ibid.*

d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Potentially Significant Impact. Expansive soils are typically associated with fine-grained clayey soils that have the potential to shrink and swell with repeated cycles of wetting and drying. The soils lying below the project site will be identified, and evaluated as to appropriate design considerations for the project. Therefore, further analysis of this issue in an EIR is recommended. The EIR analysis will identify the potential for soil expansion to occur and include site-specific recommendations, as needed, while accounting for compliance with regulatory requirements.

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

No Impact. The project site is located in an urbanized area 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. Further analysis of this issue is not necessary and no mitigation measures would be required.

VII. GREENHOUSE GAS EMISSIONS

Would the project:

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

Potentially Significant Impact. Construction and operation of the project would increase greenhouse gas (GHG) emissions which have the potential to either individually or cumulatively result in impacts on the environment. Therefore, this issue will be further evaluated in an EIR and include a quantitative assessment of project-generated GHG emissions resulting from construction equipment, vehicle trips, electricity and natural gas usage, and water conveyance. Relevant project features that reduce GHG emissions, such as green building design, will 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. The project would be required to comply with the City's Green Building Code pursuant to Chapter IX, Article 9 , of the LAMC. In conformance with these requirements, 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, such as 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 will be disclosed and further evaluated in an EIR.

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?

Less Than Significant Impact. 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. Furthermore, any emissions from the use of such materials would be minimal and localized to the project site.

As discussed in detail under Response No. VIII.b, below, the Phase I Environmental Site Assessment (ESA) revealed the potential presence of lead-based paints (LBPs) and asbestos-containing materials (ACMs) in the existing on-site buildings. Accordingly, standard City Regulatory Compliance Measures IS-5 and IS-6 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-5 and IS-6 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. 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, hotel, and commercial/restaurant 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. 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, neither construction nor operation of the project would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Further analysis of this issue is not necessary and no mitigation measures would be required.

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

Less Than Significant Impact.

As noted above, the proposed project would involve the demolition of all on-site uses and the development of a mixed-use residential, hotel, and commercial/restaurant structure, which would not involve the routine use, storage, transport, or disposal of notable quantities of hazardous materials. Hazardous materials to be

used in association with operation of the project such as small quantities of potentially hazardous materials in the form of cleaning solvents, painting supplies, pesticides for landscaping, and pool maintenance would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. In addition, as discussed in Response No. VIII.d, below, the project site is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Thus, operation of the project would not create a significant risk of exposure to hazardous materials towards the public or the environment.

Project construction would not involve the use of hazardous materials in substantial amounts such that a measurable risk to on-site workers or off-site residents would result from temporary construction activities. However, short-term demolition and grading activities, including excavation, could expose construction workers or the public to unknown hazardous materials in site soil and/or groundwater should such materials be present. To address this potential risk, a Phase I ESA was prepared for the project site by Partner Engineering Science, Inc. in November 2015 (the ESA is included as Appendix B to this Initial Study).

As concluded in the ESAs, the investigation(s) revealed no evidence of recognized environmental conditions (RECs) in connection with the project site or adjacent properties that would create a significant hazard to the public or the environment; however, the following items of environmental concern were identified that warrant discussion:

Methane

According to the City of Los Angeles Zimas website, the project site is not located within a methane hazard zone or methane buffer zone.[8] Also, according to the Phase I ESA, no oil wells are located on or adjacent to the project site. Thus, no methane hazards are anticipated at the project site.

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

The project would involve the demolition and removal of all existing on-site structures. As the existing buildings were constructed between approximately 1918 and 1953, it is possible that lead-based paint (LBP), asbestos and/or other hazardous paint residues are present in the buildings. LBP is defined as any paint, varnish, stain, or other applied coating that has 1 mg/cm2 (or 5,000 ug/g or 0.5% by weight) or more of lead. If released into the environment, these materials could pose a significant hazard to construction workers or the public.

Site investigations for the Phase I ESA identified the potential presence of ACMs in the drywall systems, floor tiles, floor tile mastic, and stucco in the existing on-site buildings. No friable ACM (i.e., ACM that is easily crumbled or pulverized) was identified in readily accessible areas. For the most part, the condition of these non-friable materials is good. Interior and exterior painted surfaces that may contain lead and/or other hazardous paint residues were observed to also be in generally good condition.

Implementation of standard City Regulatory Compliance Measures IS-5 and IS-6 require comprehensive surveys of the existing buildings prior to demolition in accordance with applicable regulations—including

[8] *Los Angeles Department of City Planning, ZIMAS Parcel Profile Report, September 21, 2015.*

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-5 and IS-6 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.

Radon Gas

Radon is a colorless, odorless, naturally occurring, radioactive, inert, gaseous element formed by radioactive decay of radium (Ra) atoms. The US EPA has prepared a map to assist National, State, and local organizations to target their resources and to implement radon-resistant building codes.[9] The map divides the country into three Radon Zones, according to the table below:

EPA RADON ZONES

EPA Zones	Average Predicted Radon Levels	Potential
Zone 1	*Exceed 4.0 pCi/L*	*Highest*
Zone 2	*Between 2.0 and 4.0 pCi/L*	*Moderate*
Zone 3	*Less than 2.0 pCi/L*	*Low*

It is important to note that the EPA has found homes with elevated levels of radon in all three zones, and the US EPA recommends site-specific testing in order to determine radon levels at a specific location. However, the map does give a valuable indication of the propensity of radon gas accumulation in structures.

Radon sampling was not conducted as part of the Phase ESA. However, review of the US EPA Map of Radon Zones places the project site in Zone 2. Based upon the radon zone classification, radon is not considered to be a significant environmental concern.

Overall, based on the above, with implementation of the applicable regulatory compliance measures, impacts to the public or the environment resulting from the reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment would be less than significant. Further analysis of this issue is not necessary and no mitigation measures would be required.

Regulatory Compliance Measures

Regulatory Compliance Measure IS-5: Prior to the issuance of any permit for the demolition or alteration of the existing on-site buildings, a comprehensive asbestos-containing materials (ACMs) 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.

[9] *US EPA website, Radon Zones Map. http://www2.epa.gov/radon/find-information-about-local-radon-zones-and-radon-programs#radonmap. Accessed November 5, 2015.*

Regulatory Compliance Measure IS-6: Prior to issuance of any permit for the demolition or alteration of the existing structure(s), a comprehensive lead-based paint (LBP) 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.

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 school, Cheremoya Avenue Elementary School, is located north of US Route 101, approximately one-quarter mile to the northeast of the project site. 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, as discussed in Response VIII.b, project demolition activities could involve the removal of ACM and LBPs. However, any such removal would occur in adherence standard City Regulatory Compliance Measures IS-5 and IS-6, 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 demolition activities. Adherence with these Compliance Measures would reduce risks associated with LBPs and ACMs to acceptable levels and associated impacts would be less than significant.

During operation of the project, the limited quantities and any prescribed handling procedures of hazardous materials would not pose a risk to schools in the project vicinity. Furthermore, occupancy of the proposed residential, hotel, and commercial/restaurant uses would not cause hazardous substance emissions or generate hazardous waste. As such, the project would result in less than significant impacts regarding hazardous materials at any existing or proposed schools within a one-quarter mile radius of the site. Further analysis of this issue is not necessary and no mitigation measures would be required.

d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

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 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 [Underground Storage Tanks (USTs), Department of Defense, Site Cleanup Program] as well as permitted facilities such as operating USTs and land disposal sites. CalEPA's databased includes list

of sites with active Cease and Desist Orders (CDO) or Cleanup and Abatement Orders (CAO) from the State Water Board.

Based on a recent review of the above referenced databases and a Phase I ESA, the project site and any of its former uses is not identified as a hazardous materials site.[10,11,12] In addition, no off-site facilities were listed on the databases reviewed that would appear to present an environmental concern for the project site.

Based on the above, impacts with regard to listing as a hazardous materials site would be less than significant. Further analysis of this issue is not necessary and no mitigation measures would be required.

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

No Impact. The project site is not within an airport land use plan and it is not within two miles of a public use airport. The nearest airport is the Burbank Bob Hope Airport located approximately 6.5 miles north of the project site. Therefore, the project would not result in an airport-related safety hazard for people residing or working in the project area, and no impact would occur in this regard.

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 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.

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, south of the project site, and Vine Street, west of the project, both approximately 0.10 miles from the site, are designated by the City as Selected Disaster Routes.[13] 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. Furthermore, in accordance with City requirements, the project would develop a Construction Management Plan, which includes designation of a haul route, to ensure that

[10] *Department of Toxic Substances Control, Envirostor Database at http://www.envirostor.dtsc.ca.gov/public; accessed September 22, 2015.*

[11] *State Water Resources Control Board, GeoTracker Database at https://geotracker.waterboards.ca.gov/; accessed September 22, 2015.*

[12] *CalEPA's List of Active CDO and CAO sites; online at http://www.calepa.ca.gov/SiteCleanup/CorteseList/; accessed September 22, 2015.*

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

adequate emergency access is maintained during construction. 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 (i.e., new curb cuts for project driveways) from the streets that surround the project site. However, emergency access to the project site and surrounding area would continue to be provided on Yucca Street, Argyle Avenue, and Vista Del Mar Avenue similar to existing conditions. None of these roadways that border the project site are designated by the City as emergency or disaster routes. Nonetheless, the project is required to provide adequate emergency access and to comply with Los Angeles Fire Department (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 mix of 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 a highly urbanized environment, but is also located in relatively close proximity to steep hillsides within the Hollywood Hills community. Although no wildlands are present within the project site boundaries, the site is located within a City-designated Fire Buffer Zone.[14] Although the project site is located within a designated Fire Buffer Zone, the urbanized nature of the project site and surrounding area, as well as the nature of the proposed development's building materials would limit the potential for wildland fire hazards. Specifically, the project would be constructed primarily of concrete, steel, and glass with little readily flammable building materials that could create a substantial fire risk. Additionally, the proposed development, consistent with existing City Fire Code and other fire safety requirements, would include smoke/fire alarms, fully sprinklered indoor spaces, and irrigated landscaped areas, which would serve to reduce potential hazards related to structure fires (i.e., fires potentially ignited by wildland fires in the hillside areas to the north). Based on the urbanized nature of the project site and the majority of surrounding area, as well as the types of building materials and fire safety features proposed as part of the proposed development, impacts in this regard would be less than significant. Further analysis of this issue in an EIR is not necessary.

[14] *City of Los Angeles, Department of City Planning, Safety Element of the Los Angeles City General Plan, adopted November 26, 1996, Exhibit D – Selected Wildfire Hazard Areas in the City of Los Angeles.*

IX. HYDROLOGY AND WATER QUALITY

Would the proposal result in:

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

Potentially Significant Impact. Construction of the project would require earthwork activities, including excavation and grading of the site. During precipitation events in particular, construction activities associated with the project would have the potential to result in minor soil erosion during grading and soil stockpiling, subsequent siltation, and conveyance of other pollutants into municipal storm drains. The project would be required to comply with the conditions of the City's General Construction Permit, issued by the Los Angeles Regional Water Quality Control Board (RWQCB), including the preparation and implementation of a site-specific Stormwater Pollution Prevention Plan (SWPPP) for construction activities. The SWPPP requires that all potential on-site stormwater pollution sources are addressed through the implementation of applicable stormwater quality Best Management Practices (BMPs), including BMPs to minimize erosion and sedimentation and the generation and transport of other construction-related pollutants.

In addition, given the new uses and improvements proposed as part of the project, associated water quality impacts could occur during project operation. During operation, the project would be required to incorporate BMPs and drainage features to capture and treat runoff per the applicable provisions of City's Standard Urban Stormwater Management Plan (SUSMP) permit requirements, Low Impact Development (LID) Ordinance, and Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494). While the project would be required to implement design features and regulatory mechanisms to avoid significant impacts to water quality standards and waste discharge requirements, it is recommended that water quality impacts be analyzed further in an EIR to disclose the potential impacts and identify the appropriate mitigation measures that would be necessary to avoid any significant impacts. The EIR analysis will identify the potential for water quality impacts to occur and include site-specific recommendations, as needed, while accounting for compliance with regulatory 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)?

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. In 2009 – 2010 LADWP had an available water supply of roughly 550,000 acre-feet (AF), with approximately 14 percent coming from local groundwater.[15] 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 actively recharged and supply the City with its water supply.

[15] *City of Los Angeles Department of Water and Power. "2010 Urban Water Management Plan." Adopted May 3, 2011,*

Since the project site has been previously developed and currently is improved with one single-family residence, a duplex, and three, two-story apartment buildings and associated carports and paved surface parking areas, the site does not currently provide a substantial opportunity for recharge of groundwater. The recharge opportunity on the project site under the project would be similar to the site's historic contribution to recharge. Furthermore, the small size of the project site limits its potential to substantially contribute to recharge of groundwater sources. Therefore, impacts due to interference with groundwater recharge would be less than significant.

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?

Potentially Significant Impact. Construction of the project would temporarily alter the existing drainage pattern of the site, particularly during excavation and grading activities. If a precipitation event were to occur during these activities, exposed sediments may be carried off-site and into the local storm drain system, thus increasing siltation. As discussed under Response No. IX.a, the project would be required to prepare a SWPPP that includes BMPs that minimize erosion and sedimentation and the generation and transport of other construction-related pollutants. In addition, the change in on-site drainage patterns resulting from the proposed project could also result in limited soil erosion. A preliminary hydrology analysis is being prepared for the project to evaluate the change in drainage patterns that would occur with project implementation. The analysis will determine the project's consistency with applicable drainage requirements in the City's SUSMP, LID Ordinance and Stormwater and Urban Runoff Pollution Control regulations (Ordinance Nos. 172,176 and No. 173,494). The analysis will further disclose any potential impacts and identify the appropriate mitigation measures that would be necessary to avoid any significant impacts. The results of the preliminary hydrology analysis will be included in the EIR.

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?

Potentially Significant Impact. While the project site is under construction, the rate and amount of surface runoff generated at the site would fluctuate. However, because the construction period is temporary and an on-site storm drain system would be constructed in conjunction with the development, the potential for flooding during construction would be less than significant. The site has been graded and is generally flat, with the bordering Vista Del Mar Avenue and Argyle streets having topography that gently slopes downward from the north at West Yucca Street to the south towards Carlos Avenue. Also, the project site is nearly entirely developed with buildings and paved services. Changes in project run-off would be minimal and the project would implement site drainage features pursuant to the City's Low Impact Development Ordinance, which provides for storm water retention to avoid flooding. Nevertheless, the project would alter the drainage pattern of the site and would need to demonstrate a design that links site drainage to the local drainage network so as not to adversely affect flooding conditions. Therefore, as discussed in Response IX.c, above, a preliminary hydrology analysis is being prepared for the project to evaluate the change in drainage patterns that would occur with project implementation. The analysis will determine the project's consistency with applicable drainage requirements in the City's SUSMP, LID Ordinance and Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494). The analysis will

further disclose any potential impacts and identify the appropriate mitigation measures that would be necessary to avoid any significant impacts. The results of the preliminary hydrology analysis will be included in the EIR.

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?

Potentially Significant Impact. A significant impact may occur if the volume of stormwater runoff from the project site were to increase to a level that exceeds the capacity of the storm drain system serving the project site. A significant impact would also occur if the proposed project would substantially increase the probability that polluted runoff water would reach the storm drain system or increase polluted runoff. As discussed in Responses Nos. VIII.c-d, above, operation of the project would alter on-site drainage patterns which could potentially result in flooding issues and additional sources of polluted runoff. A preliminary hydrology analysis is being prepared for the project to evaluate the change in drainage patterns that would occur with project implementation. The analysis will include an evaluation of potential impacts to the stormwater drainage systems serving the site. The results of the preliminary hydrology analysis will be included in the EIR.

f. Otherwise substantially degrade water quality?

Potentially Significant Impact. As stated in Response No. IX.a, above, construction activities associated with the project have the potential to result in minor soil erosion during grading and soil stockpiling, subsequent siltation, and conveyance of other pollutants into municipal storm drains. In addition, given the new uses and improvements proposed as part of the project, associated water quality impacts could occur. The implementation of design features and regulatory mechanisms would avoid significant impacts to water quality. However, the potential impacts should be identified, as well as appropriate mitigation measures that would be necessary to avoid any significant impacts. Thus, it is recommended that this issue be analyzed further in an EIR.

g. Place housing within a 100-year flood plain as mapped on Federal flood hazard boundary or flood insurance rate map or other flood hazard delineation map?

No Impact. The project site is mapped by the Federal Emergency Management Agency (FEMA) as located within Zone X, an area determined to be outside the 0.2% Annual Change Flood Hazard Zone.[16] The site is not located in a 100-year or 500-year flood zone as delineated by the City.[17] Since the project site is not located within a 100-year flood plain, no impact would occur in this regard. Further analysis of this issue in an EIR is not required.

[16] *FEMA Mapping Information Platform January 2013. FEMA https://hazards.fema.gov. Accessed June 2015.*

[17] *City of Los Angeles, Department of City Planning, Safety Element of the Los Angeles City General Plan, adopted November 26, 1996, Exhibit F – 100-Year & 500-Year Flood Plains in the City of Los Angeles.*

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

No Impact. As discussed in Response No. IX.g above, the site is not located within a FEMA-designated or City-designated 100-year flood zone or flood plain. Therefore, the project would have no potential to place structures that would impede or redirect flood flows within a 100-year flood plain. No impact would occur and further analysis of this issue in an EIR is not necessary.

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

Less Than Significant Impact. As discussed in Response No. IX.g above, the project site is not located within a FEMA-designated or City-designated 100-year flood zone or plain. The project site is located approximately 1.5 miles downhill of the Hollywood Reservoir and within the reservoir inundation zone.[18] The Hollywood Reservoir is an LADWP 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.[19] 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.

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

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

As discussed under Checklist Question IX.i, the project site is located within the potential inundation area of the Hollywood Reservoir.[20] 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.

As to tsunami hazards, the project site is located approximately 12 miles inland (northeast) from the Pacific Ocean and, therefore, would not be subject to a tsunami. The 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.

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 of the City of Los Angeles. The project site is improved with one single-family residence, one duplex, and three, two-story apartment buildings and associated carports and paved surface parking areas. The project vicinity is highly urbanized and generally built out. The local project vicinity is characterized by a mixed-use blend of commercial, restaurant, office, entertainment, and low- and high-density residential uses. The project would provide a mix of high-density residential, hotel, and commercial/restaurant uses. As such, the project would be an infill project providing uses in keeping with the mixed-use character of the surrounding area. Given the mix of uses in the project vicinity, and the infill character of the project, the project would not physically divide an established community. Impacts would be less than significant and further analysis of this issue in an EIR is not necessary.

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 in the City of Los Angeles. The project site has General Plan land use designations of Regional Center Commercial and Medium Residential and is currently zoned Commercial-Height District 2 with Development Limitation-Sign Supplemental Use District (C4-2D-SN), Multiple Dwelling-Height District 2 with Development Limitation (R4-2D), and Multiple Dwelling-Height District 1XL ([Q]R3-1XL). The site is located in a Los Angeles State Enterprise Zone; within the Hollywood Redevelopment Plan Area, as well as in an

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

Adaptive Reuse Incentive Area. A portion of the project site is also located within the Vista Del Mar Avenue/Carlos Historic District. The site is not located within a Specific Plan area. .

The approvals required for the project include a zone change and a height district change for the Center Parcel from R4-2D to C4-2, a height district change for the West Parcel to remove the D Limitation (C4-2D-SN to C4-2-SN), and a zone change for removal of the "[Q]" and a height district change for the East Parcels ([Q]R3-1XL to R3-2) pursuant to LAMC Section 12.32 in order to allow development of the project. The project would also set aside at least 11% (22 units) of its residential units for very low-income households and another approximately 9% (17 units) for low income households. As such, it qualifies for a density bonus up to 35%, a parking option, and two on menu incentives pursuant to LAMC Section 12.22.A.25. The Applicant is electing to use parking option one and has requested two on menu development incentives for (i) averaging of floor area ratio ("FAR"), density, parking, open space and vehicular access, and (ii) a 35% increase in FAR. Additional approvals include: Site Plan Review pursuant to LAMC Section 16.05; Conditional Use Permit for the proposed hotel within 500 feet of the R zone; Master Conditional Use Permit for sale of alcoholic beverages and live entertainment/dancing; Findings of consistency with the Hollywood Community Plan, and objectives in the Hollywood Redevelopment Plan Section 506.2.3, related to an increase in the floor area ratio; Vesting Tentative Tract map; permits related to construction activities. Refer to Attachment A, *Project Description*, for listing of the other approvals needed for the project. The EIR will provide further analysis of the project's consistency with the LAMC and other applicable land use plans, policies, and regulations, including applicable policies/regulations due to the project's proximity to US Route 101 (approximately 200 feet north of the project site).

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

No Impact. As discussed in Section IV, *Biological Resources*, above, the project site is developed with one single-family residence, one duplex, and three, two-story apartment buildings and associated carports and paved surface parking areas and is located within the highly urbanized community of Hollywood. The project site is not located within, or in close proximity to, a habitat conservation plan or natural community conservation plan area. Therefore, the project would not conflict with the provisions of any adopted conservation plan. Further analysis of this issue is not necessary and no mitigation measures would be required.

XI. MINERAL RESOURCES

Would the project:

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

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). With regard to Items XI.a and XI.b, the project site is not classified by the City of Los Angeles as an area containing significant mineral deposits, nor is the site designated as an existing mineral

resource extraction area by the State of California.[21] Additionally, the project site is designated for Regional Center Commercial and Medium Residential uses within the City of Los Angeles Hollywood Community Plan, and is not designated as a mineral extraction site. Therefore, the chances of uncovering mineral resources during construction and grading would be minimal. Thus, project implementation is not anticipated to 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. Further analysis of Mineral Resources is not necessary and no mitigation measures would be required.

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. Additionally, operation of the project may increase existing noise levels as a result of project-related traffic, heating, ventilating, and air conditioning (HVAC) systems, loading/unloading of trucks, population activities on the project site. As such, nearby sensitive uses could potentially be affected. Therefore, it is recommended that the project's potential to exceed noise standards be analyzed further in an EIR. The EIR analysis will: (1) describe the City Noise Ordinance as it relates to construction noise and to noise-generating activities and changes in ambient noise levels during project operation; (2) identify sensitive receptors in the project area that may be impacted by project construction and operational noise levels; (3) evaluate the noise environment in the project area that may be affected by project noise sources; (4) analyze construction noise impacts by determining the noise levels generated by the different types of on-site construction activities, calculating the construction-related noise level at nearby sensitive receptor locations, and comparing these construction-related noise levels to ambient noise levels (i.e., noise levels without construction noise); (5) establish the noise levels from existing on-site sources and forecast future noise levels from on-site sources, and considering the unique noise characteristics of the proposed uses; and (6) analyze roadway noise impacts attributable to motor vehicle travel generated by on-site development.

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

Potentially Significant Impact. Construction of the project may generate groundborne vibration and noise due to site grading, clearing activities, and haul truck travel. In addition, project construction may require pile driving. 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

[21] *City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, January 19, 1995, Figure GS-1 and California Department of Conservation, Division of Mines and Geology/U.S. Geologic Survey, Minerals Yearbook: The Mineral Industry of California, 2001.*

recommended that this issue be analyzed further in an EIR. The EIR's vibration analysis will take into consideration the potential for the project to cause groundborne vibration at nearby buildings and receptors.

The project's residential, hotel, and commercial/restaurant uses would not generate groundborne vibration or noise at levels beyond those that currently exist within the existing urbanized development setting. As such, operation of the project would not have the potential to expose people to excessive groundborne vibration or noise. Therefore, no further analysis of operational groundborne vibration or noise is required and no mitigation measures would be necessary.

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

Potentially Significant Impact. As discussed in Response No. 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 human activities on the project site. Therefore, it is recommended that potential impacts associated with a permanent increase in ambient noise levels be analyzed further in an EIR. The EIR analysis will estimate noise levels from the project at off-site sensitive receptors. These estimates will take into account all existing and future on-site noise sources, including building equipment and vehicular noise.

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

Potentially Significant Impact. As discussed in Response No. 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. The EIR analysis will identify existing noise levels at representative noise-sensitive receptor locations in the project vicinity and evaluate the effect of the project noise sources at these locations.

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

No Impact. The project site is not located within an airport land use plan or within two miles of an airport. The closest airport to the project site is the Burbank Bob Hope Airport, which is located approximately 6.5 miles north of the site. Therefore, the project would not expose site population in the project area to excessive noise levels from airport use. Further analysis of this issue is not necessary and no mitigation measures would be required.

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

No Impact. As stated above, the nearest airport is the Burbank Bob Hope Airport located approximately 6.5 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 impacts would occur, and further analysis of this issue is not required

XIII. POPULATION AND HOUSING

Would the project:

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

Potentially Significant Impact. Population growth and future development projections are prepared by the Southern California Association of Governments (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 City 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.[22] 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 2015 baseline population and growth projections for 2020 and 2035 are shown in **Table B-1**, *Projected Population, Housing and Employment Estimates*.[23] As shown in Table B-1, the Hollywood Community Plan area and City of Los Angeles are projected to have population, housing and employment increases at the time of project buildout (2020) and SCAG's Horizon Year (2035) compared to existing 2015 baseline conditions.

The project would not have indirect effects on growth through such mechanisms as the extension of roads and infrastructure. However, the project would add new residential, visitor, and employment population to the project site. The project would provide up to 191 residential units, a 260-room hotel, and 6,980 square feet of commercial/restaurant uses which would generate new employment on the project site. Based on an average household size of 2.03,[24] the project's 191 dwelling units would generate a direct population increase of approximately 388 people. Because of the project's projected population increase, along with increased housing and employment, a detailed analysis will be required as part of the EIR that compares the project's contribution to population, housing, and employment growth to Community Plan and Citywide

[22] *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.*

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

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

Table B-1

Projected Population, Housing and Employment Estimates

		Project Buildout Year – 2020			SCAG Projection Horizon - 2035		
	2015 Baseline	Projected	Total Growth	Percentage Increase	Projected	Total Growth	Percentage Increase
			Population				
Hollywood Community Plan Area	207,395	211,755	4,360	2%	225,537	18,142	9%
City of Los Angeles	3,889,533	3,991,700	102,167	3%	4,320,600	431,067	11%
			Housing				
Hollywood Community Plan Area	99,799	103,769	3,970	4%	113,513	13,714	14%
City of Los Angeles	1,394,950	1,455,700	60,750	4%	1,626,600	231,650	17%
			Employment				
Hollywood Community Plan Area	99,859	101,486	1,627	2%	106,464	6,605	7%
City of Los Angeles	1,783,325	1,817,700	34,375	2%	1,906,800	123,475	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.

projections and policies regarding future development. The EIR analysis will evaluate whether the project's housing, residential population, and employment creation are consistent with those projections and related policies. Based on the assessment, a determination will be made as whether the project would induce substantial direct population growth.

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?

Potentially Significant Impact (b-c). The project site is improved with one single-family residence, one duplex with a detached garage and studio apartment over garage (3 multi-family units), and three, two-story apartment buildings (40 existing apartment units). Overall, the site currently contains 43 total multi-family units (duplex = 2 units; 1 studio apartment over duplex garage, apartment buildings = 40 units). Thus, there are a total of 44 residential units currently on the project site. The project would remove all the existing residences from the site. However, the project is proposing 191 multi-family residential units (including 39 affordable units). While the project would result in a net increase of 148 residential units on the site when compared to existing conditions, the extent to which replacement housing will be required for the existing residents will require further evaluation in the EIR. The EIR analysis will assess the availability of

replacement housing elsewhere in the local project vicinity to determine whether or not the construction of replacement housing elsewhere will be necessary as a result of project implementation.

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?

Potentially Significant Impact. The Los Angeles Fire Department (LAFD) provides fire protection and emergency medical services in the City of Los Angeles. Three fire stations are located in the vicinity of the project site including Fire Station No. 82 at 5769 Hollywood Boulevard (approximately 0.50 miles east from the project site); Fire Station No. 27 at 1327 North Cole Avenue (approximately 0.60 miles southwest from the project site); and Fire Station No. 41 at 1439 North Gardner Street (approximately 1.65 miles southwest from the project site). Because the project would introduce new structures, residents, guests, and employees to the project site, greater demand on LAFD fire protection and emergency medical services could be generated. Further, the City of Los Angeles General Plan Safety Element has designated areas as Selected Wildfire Hazard Areas; and identifies the area within the vicinity of the project site as a Fire Buffer Zone. Therefore, it is recommended that potential impacts associated with fire protection and emergency medical services be analyzed further in an EIR.

The EIR analysis will include: (1) an identification of the locations, number of service personnel, equipment and response times for the fire stations currently serving the project site; (2) an identification of Fire Code requirements applicable to the project; (3) an analysis of potential impacts during project construction including impacts to emergency access; (4) an identification of the project's fire flow requirements; (5) an evaluation of the adequacy of existing fire stations and personnel to provide service to the project during project operation; (6) an identification of constraints to service as well as proposals for new fire stations or increases in staffing and equipment; and (7) a description of proposed fire suppression or fire safety design features of the project.

b. Police Protection?

Potentially 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 0.60 miles southwest of the project site). Because the project would introduce new structures, residents, guests, and employees to the project site, greater demand on LAPD

police protection services could be generated. Therefore, it is recommended that potential impacts associated with police protection services be analyzed further in an EIR.

The EIR analysis will include: (1) a description of the current police services provided by LAPD by identifying the location of the LAPD stations serving the project site and average emergency response times by the LAPD to the various on-site areas; (2) analysis of the potential for increased demand on police services due to construction activities, including emergency access; (3) information regarding local and regional officer-to-resident ratios and crimes per capita; (4) a description of design features that would reduce the project's demand for police services; (5) an analysis of the increase in demand on LAPD services based on the project's estimated population; and (6) a comparison of the project's increased demand on police services with the capacity of existing and any planned facilities to adequately serve the project during construction and operation.

c. Schools?

Potentially Significant Impact. The project site is located within the jurisdiction of the Los Angeles Unified School District (LAUSD). Specifically, the project site is located in LAUSD District 4. Because the project would introduce new residents to the project site, as well as new employees that might move to the area, the project would generate new students attending nearby LAUSD schools. These new students could contribute to the need for additional school facilities and services. Therefore, it is recommended that potential impacts associated with school facilities and services be analyzed further in an EIR. The EIR analysis will: (1) identify the LAUSD elementary, middle, and senior high schools serving the project site; (2) describe existing and projected student populations and enrollment capacities of the existing and planned LAUSD schools serving the project site; (3) forecast the number of elementary, middle, and senior high school students that could be generated by the project, and (4) compare the project's estimated student population to the forecasted capacities of the existing and planned public schools.

d. Parks?

Potentially 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. Recreational and park facilities located within two miles of the project site and operated by LADRP include the Selma Park; Yucca Park; De Longpre Park; Dorothy and Benjamin Smith Park; Seily Rodriguez Park; Runyon Canyon Park; Wattles Gardens Park; Barnsdall Art Park; Lake Hollywood Park; Bronson Canyon; Burns Park; Yucca Community Center; Hollywood Pool; Hollywood Recreation Center; Lemon Grove Recreation Center; Wattles Mansion; Barnsdall Art Park Recreation Center; Poinsettia Recreation Center; Bird Sanctuary; and Griffith Observatory. Because the project would introduce new residents, guests, and employees to the project site that might visit nearby parks, demand on existing public recreational and park facilities and services could increase. The proposed development would include various open spaces and that would reduce the project's demand for use of existing public recreational and park facilities. Notwithstanding, potential residual impacts on park services in the area will be analyzed further in an EIR. The EIR analysis will: (1) identify existing and planned parks and/or recreational facilities in the project's service area; (2) evaluate the project pursuant to City and State recreational and parkland standards and requirements; and (3) compare the change in the existing service area population/parkland ratio with the addition of project residents in order to determine the potential effect of the project on existing parkland ratios and City standards.

e. Other governmental services (including roads)?

Potentially Significant Impact. The Los Angeles Public Library (LAPL) provides library services to the City of Los Angeles. Four libraries are located in the vicinity of the project site including the Frances Howard Goldwyn-Hollywood Regional Branch Library located at 1623 North Ivar Avenue (approximately 0.25 miles southwest from the project site); the Will and Ariel Durant Branch Library located at 7140 West Sunset Boulevard (approximately 1.25 miles southwest from the project site); the John C. Fremont Branch Library located at 6121 Melrose Avenue (approximately 1.5 miles south from the project site); and the Fairfax Branch located at 161 S. Gardner Street (approximately 2.7 miles southwest from the project site). Because the project would introduce new residents, guests, and employees to the project site, demand on LAPL library services could increase. Therefore, it is recommended that potential impacts associated with library services be analyzed further in an EIR. The EIR analysis will: (1) identify existing and planned libraries in the project's service area; (2) describe the existing service population and approximate service capacities of existing libraries and planned/funded new libraries; (3) provide an estimate of the project's demand and (4) compare the potential demand increase to the service capacity of the libraries serving the project site.

During construction and operation of the project, other governmental services, including roads, would continue to be utilized. Project residents, patrons, visitors, and employees would use the existing road network, without the need for new roadways to serve the project site. As discussed below in Section XVI., *Transportation/Circulation*, the project could result in an increase in the number of vehicle trips attributable to the project site. 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. Further analysis of other governmental services is not necessary and no mitigation measures would be required.

XV. RECREATION

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

Potentially Significant Impact. As discussed in Response No. XIV.d above, because the project would introduce new population to the project site, greater demand on existing public recreational and park facilities and services could be generated, which may contribute to physical deterioration of such facilities. Therefore, it is recommended that this issue be analyzed further in an EIR. The EIR analysis will: (1) identify existing and planned parks and/or recreational facilities in the project's service area; (2) evaluate the project pursuant to City and State recreational and parkland standards and requirements; and (3) compare the change in the existing service area population/parkland ratio with the addition of project residents in order to determine the potential effect of the project on existing parkland ratios and City standards.

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

Potentially Significant Impact. The proposed development would include an outdoor courtyard space, a pool deck, and a roof garden that would provide outdoor recreation space and amenities for residents and guests. These project features have been incorporated into the overall project design. Therefore, construction of these recreational facilities as part of the project and the resulting physical effects on the environment are assessed within this Initial Study. Any issues within this Initial Study that are noted as potentially significant will be analyzed further in an EIR.

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 site is subject to the Los Angeles Department of Transportation's (LADOT) standards and guidelines regarding trip generation and levels of service (LOS) for the street system. The project would remove the existing residential uses and provide up to 191 residential units, a 260-room hotel, and 6,980 square feet of restaurant uses (P1 and Ground Levels) that would provide new employment opportunities. These uses would add traffic to local and regional transportation systems. Thus, operation of the project could adversely affect the existing capacity of the street system or exceed an established level of service (LOS) 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 has the potential to result in a significant traffic impact, it is recommended that this topic, including parking provisions, mass transit, and non-motorized travel be analyzed further in an EIR.

With regard to construction activities, the EIR analysis will: (1) describe existing vehicle and pedestrian (i.e., sidewalks, crosswalks, etc.) circulation patterns around the project site and along the likely routes used by construction-related vehicles; (2) identify existing bus and transit stops that may require relocation (if any); (3) forecast the number of haul and delivery truck and construction worker trips; and (4) analyze potential construction-related impacts to travel lanes, sidewalks, bicycle lanes/paths, turning lanes, and parking.

With regard to project operations, the EIR analysis will address the project's potential impacts on the streets, intersections, freeways, and transit systems serving the project area. Volume-to-Capacity (V/C) ratios and Levels of Service (LOS) at study intersections and roadway segments during the A.M. and P.M. peak hours will be calculated based on LADOT methodologies and in accordance with CEQA, as necessary. Trip-

generation forecasts will be based on types of uses that are proposed as part of the project taking into consideration residents, employees, visitors, etc. The EIR analysis will also identify potential impacts on neighborhood streets within adjacent residential neighborhoods, as necessary.

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 CMP is a State-mandated program enacted by the State legislature to address the impacts that urban congestion has on local communities and the region as a whole. Metro is the local agency responsible for implementing the requirements of the CMP. New projects located in the City of Los Angeles must comply with the requirements set forth in the Metro's CMP. These requirements include the provision that all freeway segments where a project could add 150 or more trips in each direction during the peak hours be evaluated. The guidelines also require evaluation of all designated CMP intersections where a project could add 50 or more trips during either peak hour. The project would generate vehicle trips which could potentially add trips to a freeway segment or CMP intersection. Thus, it is recommended that this issue be analyzed further in an EIR. The EIR analysis will: (1) describe the CMP; (2) identify CMP intersections and freeway segment monitoring locations that may be affected by the project; and (3) analyze potential project impacts on CMP facilities in accordance with current CMP methodologies.

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

No Impact. The nearest airport is the Burbank Bob Hope Airport located approximately 6.5 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.

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 roadways adjacent to the project site are part of an established urban roadway network and contain no sharp curves or dangerous intersections. However, the project would alter the existing building configuration on-site, construct new access driveways and internal circulation, expand parking facilities, and create new pedestrian paths and stairways. Additionally, the project could result in an increase in traffic levels in the project area. During construction, access on and near the project site could be temporary disrupted resulting conflicts with vehicles, pedestrians and/or bicyclists. Considering these factors, the potential for hazardous conditions may increase over existing conditions under the project. Therefore, further analysis of this issue in an EIR is recommended. The EIR analysis will also evaluate the potential for hazards to occur at vehicle and pedestrian access points under the project, including, but not limited to, a qualitative analysis of the interface of the project's access points with pedestrian/bicyclist flows.

e. Result in inadequate emergency access?

Potentially Significant Impact. Immediate access to the project site is provided via West Yucca Street, Argyle Avenue, and Vista Del Mar Avenue. 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 addition, the project would generate traffic in the project vicinity and would result in some modifications to access from the streets that surround the site. Thus, it is recommended that this issue be analyzed further in an EIR. The EIR analysis will evaluate the surrounding street system that will be used by the project, the location of any off-site construction activities, and the impact of the project's traffic with respect to projected roadway service levels. The emergency access analysis will take into consideration the effects of new development on the ability of police, fire, and emergency medical services to access on- as well as off-site properties during the construction and operation of the project.

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

Potentially Significant Impact. The project site is located in an area well served by public transportation. Several transit providers operate transit service within the area, including bus service provided Metro, and LADOT. In addition, there are existing sharrows (shared lane bicycle markings) within Yucca Street west of the project site, on Vine Street, and Franklin Avenue. Further, per the City's 2010 Bicycle Plan, additional bike facilities are proposed on Argyle Avenue, Sunset Boulevard, Hollywood Boulevard, Cahuenga Boulevard, Selma Avenue, and Carlos Avenue. As the project would change site access conditions and contribute population to the surrounding area, the project impacts on the alternative transit facilities will be evaluated for consistency with the implementation of policies, plans, and programs supporting alternative transportation in an EIR. The EIR analysis will describe estimated current capacity levels of transit systems and identify deficiencies, if any. Project transit trips will be forecasted according to CMP methodology. The impact of the project with respect to bus and rail capacity will be assessed per CMP criteria. The EIR analysis will also qualitatively address impacts with regard to public bicycle and pedestrian facilities.

XVII. UTILITIES AND SERVICES SYSTEMS.

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

Potentially Significant Impact. The City of Los Angeles Department of Public Works (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.[25],[26] The discharge

[25] *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*

(Footnote continued on next page)

of effluent from the HTP into Santa Monica Bay is regulated by the HTP's National Pollutant Discharge Elimination System (NPDES) Permit issued under the Clean Water Act and is required to meet the Regional Water Quality Control Board (RWQCB)'s requirements for a recreational beneficial use. The project would result in new sources of wastewater generated at the project site with the development of the new residential, hotel, and commercial/restaurant uses along with related amenity facilities and open space. The incremental quantity of wastewater generated by the project could potentially result in impacts with respect to wastewater treatment. Therefore, it is recommended that this issue be analyzed further in an EIR. The EIR will include a quantitative evaluation of the gross and net amount of wastewater generated by the project compared to existing conditions; a description of the sewer system serving the project site; any potential upgrades necessary to the sewer system to accommodate the project; discussion of project design features that would address water quality and wastewater at the project site; and a determination as to whether the project would exceed wastewater treatment requirements of the 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?

Potentially Significant Impact. Water and wastewater systems consist of two components, the source of the water supply or place of sewage treatment, and the conveyance systems (i.e., distribution lines and mains) that link the location of these facilities to an individual development site. Given the project's increase in the amount of developed floor area on the project site, further analysis of this issue in an EIR will be provided. With regard to wastewater, the EIR analysis will describe the location, condition, and capacity of the local and regional lines that serve the project site. The project's estimated peak flow, based on the project's land use components, will then be evaluated and compared to the available infrastructure and treatment capacity to determine whether sufficient capacity exists to accommodate the project, including any regional (i.e., HTP) and local facilities. With regard to water, the location, condition and capacity of water conveyance lines will also be evaluated to determine whether adequate capacity is available to accommodate the required fire flows and domestic water demand generated by the project.

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?

Potentially Significant Impact. The project site is improved with one single-family residence, one duplex, and three, two-story apartment buildings and associated carports and paved surface parking areas. Therefore, site development, which would include drainage enhancement components consistent with the City's Low Impact Development Ordinance, would not be expected to adversely affect local drainage systems. Nevertheless, as discussed under Responses IX.c-e, implementation of the project would require grading and

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.)

[26] *City of Los Angeles Bureau of Sanitation, Wastewater: Facts & Figures. Available at: http://www.lacitysan.org/wastewater/factsfigures.htm. Accessed September 22, 2015.*

alterations to the drainage patterns in the vicinity of the project site; and would require verification of available capacity in the local drainage system. Therefore, this issue will be evaluated in an EIR.

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

Potentially Significant Impact. Given the increased development that would occur on the project site, the project would generate an increase in water demand. Changes to water availability and water regulations, as well as potential conservation of water resources are important considerations in the ability of the project to support its on-site population. Therefore, it is recommended that this issue be analyzed further in an EIR.

The Los Angeles Department of Water and Power (LADWP) supplies water to the project site. The project would increase the demand for water provided by LADWP. Given the complexity and evolving nature of the subject of water supply in Southern California, further analysis of this issue in an EIR will be provided. The EIR analysis will calculate the project's total water demand based on the project's individual land use components, and will assess LADWP's ability to serve the project based on LADWP's water supply entitlements and the available capacity of LADWP infrastructure. The analysis will also discuss the project consistency with water supply projections contained in the City's Urban Water Management Plan (UWMP).

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

Potentially Significant Impact. As discussed in Response No. XVII.a, given the increased development that would occur on the project site, the project would result in an increase in wastewater generation. Therefore, it is recommended that this issue be analyzed further in an EIR.

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

Potentially 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 Los Angeles City Department of Public Works Bureau of Sanitation has the responsibility to develop plans and strategies to manage and coordinate the solid waste generation in the City of Los Angeles and to address the disposal needs of the City of Los Angeles as a whole. Private hauling companies collect solid waste generated primarily from large multi-family residential, commercial and industrial properties. Solid waste management includes solid waste source reduction, recycling, composting, transformation and disposal. The City does not own or operate any landfill facilities. The majority of the solid waste generated within the City is disposed of at Los Angeles County landfills.

The California Integrated Waste Management Act of 1989, also known as Assembly Bill 939, mandates jurisdictions to meet a diversion goal of 50 percent by 2000 and thereafter. In addition, each county is required to prepare and administer a Countywide Integrated Waste Management Plan (CoIWMP). This plan is comprised of the county's and the cities' solid waste reduction planning documents plus an Integrated Waste Management Summary Plan (Summary Plan) and a Countywide Siting Element (CSE). For Los Angeles

County, the County's Department of Public Works (Public Works) is responsible for preparing and administering the Summary Plan and the CSE. These documents were approved by the County, a majority of the cities within the County containing a majority of the cities' population, the County Board of Supervisors, and the California Department of Resources Recycling and Recovery (CalRecycle). The Summary Plan, approved by CalRecycle on June 23, 1999, describes the steps to be taken by local agencies, acting independently and in concert, to achieve the mandated state diversion rate by integrating strategies aimed toward reducing, reusing, recycling, diverting, and marketing solid waste generated within the County.

In addition, Los Angeles County continually evaluates landfill disposal needs and capacity through preparation of CoIWMP Annual Reports. Within each annual report, future landfill disposal needs over the next 15-year planning horizon are addressed in part by determining the available landfill capacity.[27]

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 project would provide up to 191 residential units, a 260-room hotel, and 6,980 square feet of commercial/restaurant space (P1 and Ground Levels), as well as on-site site amenities. Disposal would occur pursuant to City Ordinances that require the use certified haulers and implementation of practices to recycle exported materials. However, project development would generate a considerable amount of construction debris (exported soils, asphalt paving and building construction materials), as well as a large amount of debris due to daily operations in the future that could impact landfills serving the project area. As the project may have impacts on the remaining landfill capacity that is monitored in the CoIWMP Annual Reports, and would be required to demonstrate consistency with applicable policies and regulations to divert waste from landfills and increase waste recycling, the project's impacts on landfill capacity will be analyzed in an EIR. The EIR analysis will: (1) discuss the capacity and any service limitations/constraints at existing landfills serving the project site; (2) quantify the amount of solid waste generated by project construction and operation activities; and (3) compare the project's potential solid waste generation to the capacity of the landfills serving the project site, while accounting for compliance with regulatory requirements.

g. Comply with Federal, State, and local statutes and regulations related to solid waste?

Potentially Significant Impact. As discussed in Response No. XVII.f, there are a number of state, county and city plans and policies that address the availability of sufficient landfill capacity and the diversion/recycling of waste debris. Furthermore, as stated in Response No. XVII.f, the project would increase development on the project site, and would generate solid waste during both construction and operation. The project's waste generation and consistency with plans and policies to increase diversion of wastes will be evaluated in an EIR. The EIR will compare the project's potential solid waste generation to the capacity of the landfills serving the project site, while accounting for compliance with regulatory requirements.

[27] *Los Angeles County Department of Public Works, Los Angeles County Integrated Waste Management Plan, 2013 Annual Report, May 2015.*

h. Other Utilities and Service Systems?

Potentially Significant Impact. Infrastructure to support development in the project vicinity includes a network of facilities to provide energy (i.e. electrical and natural gas) services. The California Energy Commission (CEC) provides planning and policy oversight regarding the provision of energy. Towards that end, the CEC develops biannual Integrated Energy Policy Reports, with Report Updates in the intervening years. These reports evaluate energy supply and demand and address issues pertaining to energy conservation and efficiency including actions to support the state's renewable energy goal of 33 percent renewable energy by 2020.

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.[28] The LADWP is required to meet operational, planning reserve and reliability criteria, and the resource adequacy standards of the Western Electricity Coordinating Council (WECC) and the North American Electric Reliability Corporation (NERC).

Natural gas is provided to the project site by the Southern California Gas Company (SoCal Gas). While SoCal Gas is a private utility company, it is regulated by the California Public Utilities Commission, and provides infrastructure necessary to support existing and future demand for energy services within the community. SoCal Gas is part of an association of energy providers, the California Gas and Electric Utilities that provides the biannual California Gas Report in even numbered years with supplemental reports in the following years. These reports address the supply of and demand for natural gas resources, as well as strategies for reducing the amount of greenhouse gas emissions pursuant to the California Air Resources Board AB 32 Scoping Plan, which describes the approaches California will take to achieve the goal of reducing greenhouse gas emissions to 1990 levels by 2020. The 2012 California Gas Report is the most recently published.[29]

The project's new residential, hotel, and commercial/restaurant uses would generate new demand for the consumption of energy resources. The consumption of such resources would need to be met through provision of energy by the utility providers in a manner that is consistent with their planned resource availability and consistent with policies for conservation of energy resources and reductions in the emissions of greenhouse gasses. Further, utility infrastructure would need to be available to convey energy resources to the uses on the project site. Therefore, the project's impact on the provision of gas and electricity services, availability of infrastructure to serve the site and consistency with the applicable plans and policies regarding energy services will be studied in an EIR

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

[28] *LADWP, 2014 Final Power Integrated Resources Plan, December 2014.*

[29] *2012 California Gas Report, Prepared by the California Gas and Electric Utilities. July 2012.*

population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Potentially Significant Impact. As discussed within this Initial Study, the proposed project may result in environmental impacts that have the potential to degrade the quality of environment. These environmental impacts include potential impacts related to Aesthetics (aesthetics, views, light and glare, and shade/shadow), Air Quality, Cultural Resources (Historical, Archaeological and Paleontological Resources), Geology and Soils, Greenhouse Gases, Hydrology and Water Quality, Land Use and Planning, Noise, Population/Housing/Employment, Public Services (fire, police, schools, parks, and libraries), Recreation, Transportation/Circulation, and Utilities and Service Systems (water, wastewater, solid waste, electricity and natural gas). An EIR will be prepared to analyze and document these potentially significant impacts.

However, as discussed previously in Section IV, *Biological Resources*, 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 which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Potentially Significant Impact. The potential for cumulative impacts occurs when the independent impacts of the project are combined with the impacts of related projects in proximity to the project site such that impacts occur that are greater than the impacts of the project alone. The project vicinity includes other past, current, and/or probable future projects whose development would contribute to potentially significant cumulative impacts in conjunction with the project. Cumulative impacts associated with the issues determined to be less than significant within this Initial Study are discussed below. For each of the issues determined to be potentially significant within this Initial Study as identified in the above responses, cumulative impacts will be analyzed in an EIR.

With regard to cumulative impacts for the issues of agricultural resources, biological resources, and mineral resources, the project site is located in an urbanized area and like the project, other developments occurring in the project area would occur on previously disturbed, urbanized land. The project does not contain these resources and therefore could not contribute to a cumulative effect. Further analysis of these issues is not required in an EIR.

With regards to hazards and hazardous materials impacts, this issue area would be fully mitigated through compliance with existing regulations and implementation of site specific technical analysis or studies (i.e., hazardous materials assessment, etc.) for each related project (including site specific mitigation for each related project) such that less than significant cumulative impacts would occur with related projects. In

other words, impacts with regards to this issue area would be limited to the project site and would not be increased when viewed in conjunction with the related projects. Further analysis of this issue is not required in an EIR.

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

Potentially Significant Impact. As discussed in this Initial Study, the proposed project may result in potentially significant environmental impacts associated with Aesthetics (aesthetics, views, light and glare, and shade/shadow), Air Quality, Cultural Resources (Historical, Archeological and Paleontological Resources), Geology and Soils, Greenhouse Gases, Hydrology and Water Quality, Land Use and Planning, Noise, Public Services (fire, police, schools, parks, and libraries), Recreation, Transportation/Circulation, and Utilities and Service Systems (water, wastewater, solid waste, electricity and natural gas). These impacts could have potentially adverse effects on human beings, and further analysis of these impacts will be analyzed in an EIR.