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

6250 Sunset Project

Case Number: ENV-2014-751-EIR

Project Location: 6230-6254 Sunset Boulevard, and 6237-6253 Leland Way, Los Angeles, CA, 90028
Council District: 13

Project Description: The Project proposes a mixed-use development on an approximately 2.06 acre site located between Sunset Boulevard and Leland Way in the Hollywood community of the City of Los Angeles. The Project Site is currently developed with a building constructed in the late 1930's as the Earl Carroll Theatre (ECT Building) and a surface parking lot with accessory structures. The ECT Building has been used by the Nickelodeon on Sunset Corporation (Nickelodeon) as a sound stage for television productions with associated offices since the early 1980's. The Project would protect and retain the ECT Building and construct a new seven-story, mixed-use building on the western portion of the Project Site. The Project includes approximately 4,700 square feet of ground floor commercial space and 200 residential units. Five percent of the residential units are restricted as very-low income. The Project would also provide a pedestrian paseo between the new building and the ECT Building that would link Sunset Boulevard and Leland Way. Other amenities associated with the residential units include a lobby, fitness center, pool terrace, pool, spa area, sky deck, landscaped areas, and a club house/lounge area. Parking would be located in a four-level, 316 space parking structure with two levels of subterranean parking, an at-grade parking level, and one level above-grade. Bicycle parking would also be provided. The new building would include up to approximately 179,397 square feet of commercial and residential space (4,700 square feet of commercial, 167,764 square feet of residential, and 6,395 square feet of indoor amenities and lobby/leasing area).

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

July 2014

INITIAL STUDY

6250 SUNSET

CITY OF LOS ANGELES, CALIFORNIA

Prepared for:
City of Los Angeles
Planning Department
200 N. Spring Street, Room 750
Los Angeles, CA 90012

Prepared by:
PCR Services Corporation
201 Santa Monica Boulevard, Suite 500
Santa Monica, California 90401

JULY 2014

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CITY OF LOS ANGELES

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

CALIFORNIA ENVIRONMENTAL QUALITY ACT

INITIAL STUDY
AND CHECKLIST

(Article IV B City CEQA Guidelines)

LEAD CITY AGENCY	COUNCIL DISTRICT	DATE
City Planning Department	13	July 11, 2014

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, Los Angeles Department of Transportation, CalTrans.

PROJECT TITLE/NO.	CASE NO.
6250 Sunset	ENV-2014-751-EIR

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

PROJECT DESCRIPTION:

Essex Portfolio, L.P., (the Applicant), proposes to develop the 6250 Sunset Project (the Project) on an approximately 2.06 acre site (Project Site) between Sunset Boulevard and Leland Way in the Hollywood community of the City of Los Angeles (City). The Project Site is currently developed with an approximately 38,280 square foot building constructed in the late 1930's, known as the Earl Carroll Theatre (ECT Building), and a surface parking lot with accessory structures. The ECT Building has been used by the Nickelodeon on Sunset Corporation (Nickelodeon) as a sound stage for television productions with associated offices since the early 1980's.

The Project would protect and retain the ECT Building and construct a new seven-story, 90-foot tall, mixed-use building to the west of the ECT Building. The Project would include 4,700 square feet of ground floor commercial space oriented towards Sunset Boulevard, with 200 residential units located on floors three through seven on Sunset Boulevard and one through seven on Leland Way. Five percent (9 units) of the residential units would be restricted as very-low income. The Project would also provide a pedestrian paseo (Paseo) between the new mixed-use building and the ECT Building that would link Sunset Boulevard and Leland Way. Other amenities would include a residential lobby, fitness center, pool terrace, pool, spa area, sky deck, and a club house/lounge area. Parking would be located in a four-level, 316 space parking structure with two levels of subterranean parking, an at-grade parking level, and one above-grade parking level. Bicycle parking would also be provided. The new building includes up to approximately 179,397 square feet of commercial and residential space with a maximum floor-area ratio (FAR) of 3.1:1.

ENVIRONMENTAL SETTING:

The Project Site is currently occupied by the ECT Building and a surface parking lot. The ECT Building's exterior is generally intact. Many of its character-defining features, including original massing, exterior materials and fenestration, are still extant. Within the interior of the building, there have been numerous alterations over time, however, the main spatial and public spaces (lobby, entrance, ballroom) are intact.

The surface parking lot is partially occupied by trailers, storage containers, and minor structures (e.g., guard shack at entrance). Landscaping is limited to a small number of ornamental trees along Sunset Boulevard and Leland Way along

the Project Site's northern and southern boundary.

PROJECT LOCATION:

The Project Site is located at 6230-6254 Sunset Boulevard and 6237-6253 Leland Way in the Hollywood community, as shown on Figure A-1, Regional and Vicinity Location Map. The Project Site is bounded by Sunset Boulevard to the north, Leland Way to the south, commercial uses and North El Centro Avenue to the east, and commercial uses and Vine Street to the west. The Project Site is served by a network of regional transportation facilities providing connectivity to the larger metropolitan region. A Red Line rail station operated by the Los Angeles County Metropolitan Transportation Authority (Metro) is located approximately 0.2 miles north of the Project Site and the Hollywood Freeway (US 101) is located approximately 0.5 miles north and east of the Project Site. Other key regional roadways, all served by Metro bus and Metro rapid bus lines, include Sunset Boulevard and nearby Hollywood Boulevard and Santa Monica Boulevard. The Project Site is also served by four Los Angeles Department of Transportation (LADOT) Dash Lines. The Project Site is located in a highly urbanized and active area that serves as both a commercial center for Hollywood and the surrounding communities, and an entertainment center of regional importance. The area is characterized by a mixed-use blend of commercial, restaurant, bar, studio/production, office, entertainment, and residential uses.

For further discussion see Attachment A.

PLANNING DISTRICT Hollywood Community Plan		**STATUS:** ☐ **PRELIMINARY** ☐ **PROPOSED** ☒ **ADOPTED**
EXISTING ZONING C4-2D-SN (Northwest and Northeast lots) R4-2D (Southwest and Southeast lots)	**MAX. DENSITY ZONING** C4-2D-SN: (FAR 2:1) (R5 Density [200 sf/ unit] for all residential or mixed use) R4-2D: (FAR 2:1) (R4 Density [400 sf/ unit])	☒ **DOES CONFORM TO PLAN**
PLANNED LAND USE & ZONE [Q] C4-2D-SN (FAR 4.5:1) and [Q] C4-2D (FAR 4.5:1) Regional Center Commercial	**MAX. DENSITY PLAN** Western Lots: FAR 2:1 200 sf/unit (north), 400 sf/unit (south) (218 units) Eastern Lots: FAR 2:1	☐ **DOES NOT CONFORM TO PLAN**
SURROUNDING LAND USES See Attachment A, Project Description	**PROJECT DENSITY** Western Lots: FAR 3.1:1 291 sf/unit (200 units) Eastern Lots: FAR 2:1	☐ **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.

Sergio Ibarra	Planning Associate
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**
Essex Portfolio, L.P.	650.849.1744

PROPONENT ADDRESS

925 East Meadow Drive Palo Alto, CA 94303

AGENCY REQUIRING CHECKLIST	**DATE SUBMITTED**
City Planning Department	July 11,2014

PROPOSAL NAME (If Applicable)

6250 Sunset

☞ **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?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?	☐	☐	☐	☒
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒
V. CULTURAL RESOURCES: Would the project:				
a. Cause a substantial adverse change in significance of a historical resource as defined in State CEQA §15064.5?	☒	☐	☐	☐
b. Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA §15064.5?	☒	☐	☐	☐
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☒	☐	☐	☐
d. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐
VI. GEOLOGY AND SOILS. Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☒	☐	☐	☐
ii. Strong seismic ground shaking?	☒	☐	☐	☐
iii. Seismic-related ground failure, including liquefaction?	☒	☐	☐	☐
iv. Landslides?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☒	☐	☐	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☒	☐	☐	☐
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?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY. Would the project result in:				
a. Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b. Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in an manner which would result in flooding on- or off site?	☐	☐	☒	☐
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f. Otherwise substantially degrade water quality?	☐	☐	☒	☐
g. Place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h. Place within a 100-year flood plain structures which would impede or redirect flood flows?	☐	☐	☐	☒
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j. Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒
X. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?	☐	☐	☒	☐
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	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒
XI. MINERAL RESOURCES. Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒
XII. NOISE. Would the project result in:				
a. Exposure of persons to or generation of noise in level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐	☐
b. Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
XIII. POPULATION AND HOUSING. Would the project:				
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)?	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Result in inadequate emergency access?	☒	☐	☐	☐
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☒	☐	☐	☐
XVII. UTILITIES. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d. Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?	☐	☐	☒	☐
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g. Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐
h. Other utilities and service systems?	☐	☐	☒	☐
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?	☒	☐	☐	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Does the project have impacts which are individually limited, but cumulatively considerable?("Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	☒	☐	☐	☐
c. Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

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

PREPARED BY	TITLE	TELEPHONE #	DATE
Jay Ziff PCR Services Corporation 201 Santa Monica Blvd., Suite 500 Santa Monica, CA 90401	Vice President, Director of Environmental Planning Documentation	(310) 451-4488	July 11, 2014

ATTACHMENT A: PROJECT DESCRIPTION

A. INTRODUCTION

Essex Portfolio L.P., the Applicant, proposes to develop the 6250 Sunset Project (the Project) on an approximately 2.06 acre site (Project Site) located between Sunset Boulevard and Leland Way in the Hollywood community of the City of Los Angeles (City). The Project Site is currently developed with an approximately 38,280 square foot building constructed in the late 1930's as the Earl Carroll Theatre (ECT Building), and a surface parking lot with accessory structures. The ECT Building has been used by the Nickelodeon on Sunset Corporation (Nickelodeon) as a sound stage for television productions with associated offices since the early 1980's.

The Project would protect and retain the ECT Building and construct a new seven-story, 90-foot tall, mixed-use building on the western portion of the Project Site. The Project includes approximately 4,700 square feet of ground floor commercial space oriented towards Sunset Boulevard, with 200 residential units located on floors three through seven on Sunset Boulevard and one through seven on Leland Way. Five percent (9 units) of the residential units are restricted as very-low income. The Project would also provide an approximately 6,964 square-foot pedestrian paseo (Paseo) between the new building and the ECT Building that would link Sunset Boulevard and Leland Way. The Paseo would be accessible to the public during daylight hours. Other amenities associated with the residential units include a lobby, fitness center, pool terrace, pool, spa area, sky deck, landscaped areas, and a club house/lounge area. Parking would be located in a four-level, 316 space parking structure with two levels of subterranean parking, an at-grade parking level, and one level above-grade. Bicycle parking would also be provided. The total development would include up to approximately 179,397 square feet of commercial and residential space (4,700 square feet of commercial, 167,764 square feet of residential, and 6,395 square feet of indoor amenities and lobby/leasing area) with a maximum floor-area ratio (FAR) of 3.1:1 on the Western lots. The existing FAR of 2:1 on the Eastern lots, containing the ECT Building would be retained. Although the ECT Building would be retained, a later 550 square foot addition that currently serves as an entryway to the building from the surface parking lot would be demolished, as would a brick wall/wrought iron fence extension along Leland Way, and a small ground mounted sign along Sunset Boulevard.

B. PROJECT LOCATION AND SURROUNDING USES

The Project Site is located at 6250 Sunset Boulevard in the Hollywood community, as shown on **Figure A-1**, *Regional and Vicinity Map*. The Project Site is served by a network of regional transportation facilities providing connectivity to the larger metropolitan region. A Red Line rail station operated by the Los Angeles County Metropolitan Transportation Authority (Metro) is located approximately 0.2 miles north of the Project Site and the Hollywood Freeway (US 101) is located approximately 0.5 miles north and east of the Project Site. Other key regional roadways, all served by Metro bus and Metro rapid bus lines, include Sunset Boulevard and nearby Hollywood Boulevard and Santa Monica Boulevard. The Project Site is also within close proximity of three Los Angeles Department of Transportation (LADOT) Dash Lines (DASH Hollywood, DASH Hollywood/Wilshire, and DASH Beachwood Canyon).

As shown in **Figure A-2**, *Aerial Photograph of Project Site and Vicinity*, the Project Site is bounded by Sunset Boulevard to the north, Leland Way to the south, commercial uses and North El Centro Avenue to the east, and commercial uses and Vine Street to the west. The Project Site is located in a highly urbanized and active area that serves as both a commercial center for Hollywood and the surrounding communities, and an entertainment center of regional importance. The area is characterized by a mixed-use blend of commercial, restaurant, bar, studio/production, office, entertainment, and residential uses. Across Sunset Boulevard to the north there is a mix of office, commercial, residential and entertainment uses, including the Hollywood Palladium, the Sunset Media Tower (office and commercial uses), and the CBS Columbia Square Studio/Office Complex to the northeast. Immediately west of the Project site along Sunset Boulevard are commercial uses, and further west is the Sunset and Vine Tower (residential and commercial uses) and the ArcLight Cinerama Dome. Hollywood Boulevard tourist-oriented and entertainment uses such as the Pantages Theatre are located further north and northwest of the Project Site, together with a variety of commercial, office, studio, and high-density residential uses.

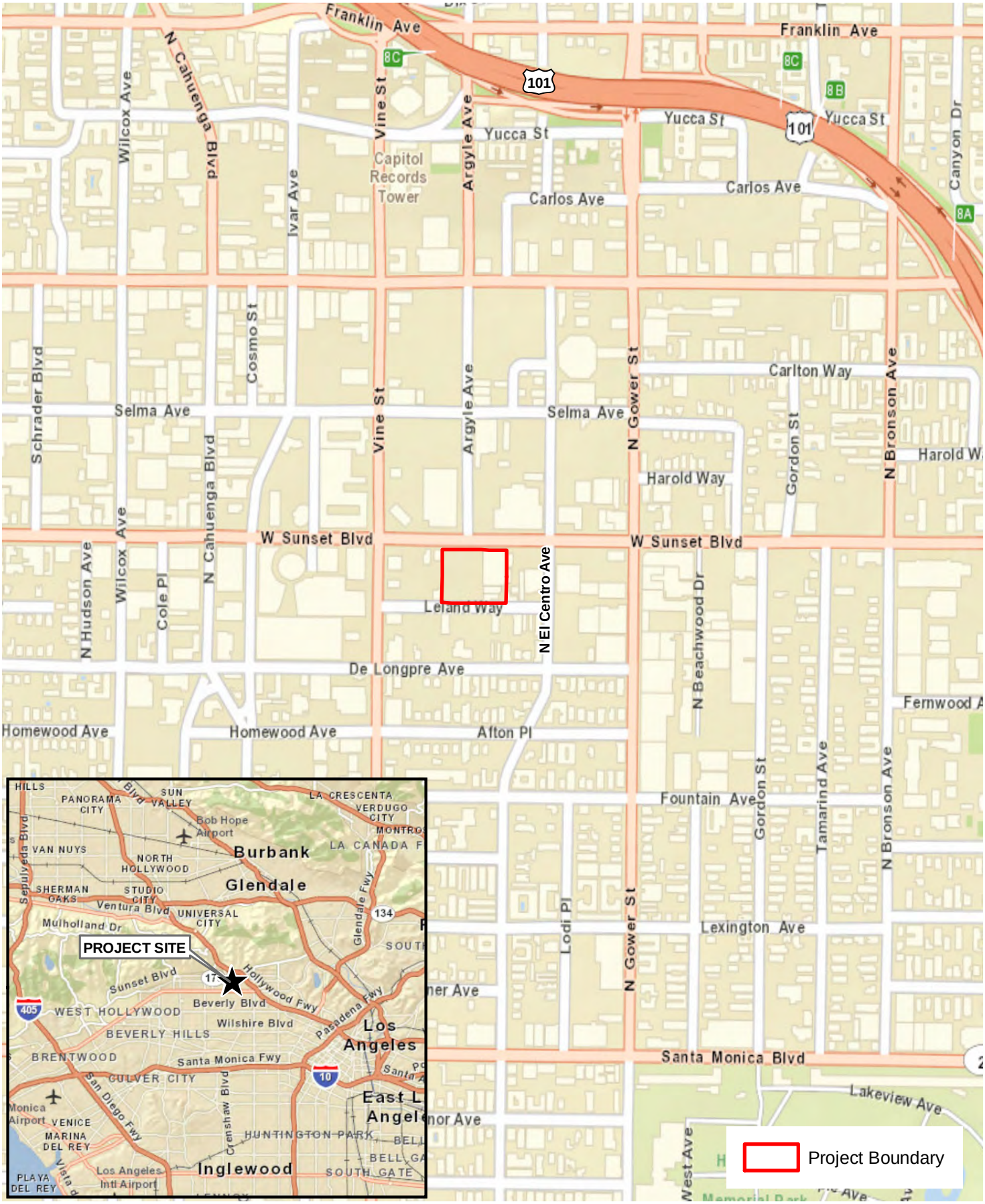
To the immediate east of the Project Site there is a variety of commercial development with the Sunset/Gower Studios located east of N. Gower Street. To the south, southwest, and southeast of the Project Site there are lower-density residential neighborhoods with a mix of single-family, bungalow, duplex, and apartment uses. Further south between Leland Way and De Longpre Avenue are facilities and parking areas associated with the Hollywood Community Hospital.

C. SITE BACKGROUND AND EXISTING SITE CONDITIONS

The Project Site is currently developed with the ECT Building on the eastern portion of the site (approximately 38,280 square feet) and a 139-space surface parking lot on the western portion of the Project Site. The Moderne-style building, which was designed by Gordon B. Kaufmann, opened in 1938 as a grand theater-restaurant on a scale that was new to Hollywood. After Carroll's untimely death in 1948, the theater closed and changed ownership, names, and uses numerous times. Among other names it was subsequently called the Moulin Rouge, and then the Aquarius Theater, which was used for rock concerts and other events.

The ECT Building's exterior is generally intact. Many of its character-defining features, including original massing, exterior materials and fenestration, are still extant. Within the interior of the building, there have been numerous alterations over time, however, the main spatial and public spaces (lobby, entrance, ballroom) are intact. Based on historic surveys of the Project Site, the ECT Building appears eligible for listing on the National and California Registers and as a City Historic-Cultural Monument.

The Project Site is comprised of 14 lots with approximately 90,112 square feet of lot area. The ECT Building has a height of approximately 35 feet, with approximately 38,280 square feet of space used by Nickelodeon as a sound stage for television productions and associated offices. The surface parking lot, with 139 spaces, is partially occupied by trailers, storage containers, and minor structures (e.g., guard shack at entrance). Landscaping is limited to a small number of ornamental trees along Sunset Boulevard and Leland Way, which comprise the Project Site's northern and southern boundary. Directly south of the ECT Building along Leland Way is a brick wall topped with a wrought iron fence, that transitions to a wrought iron fence to west of the Project Site. Along Sunset Boulevard, a landscaped wall borders the Project Site along with a



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0 0.125 0.25 Miles

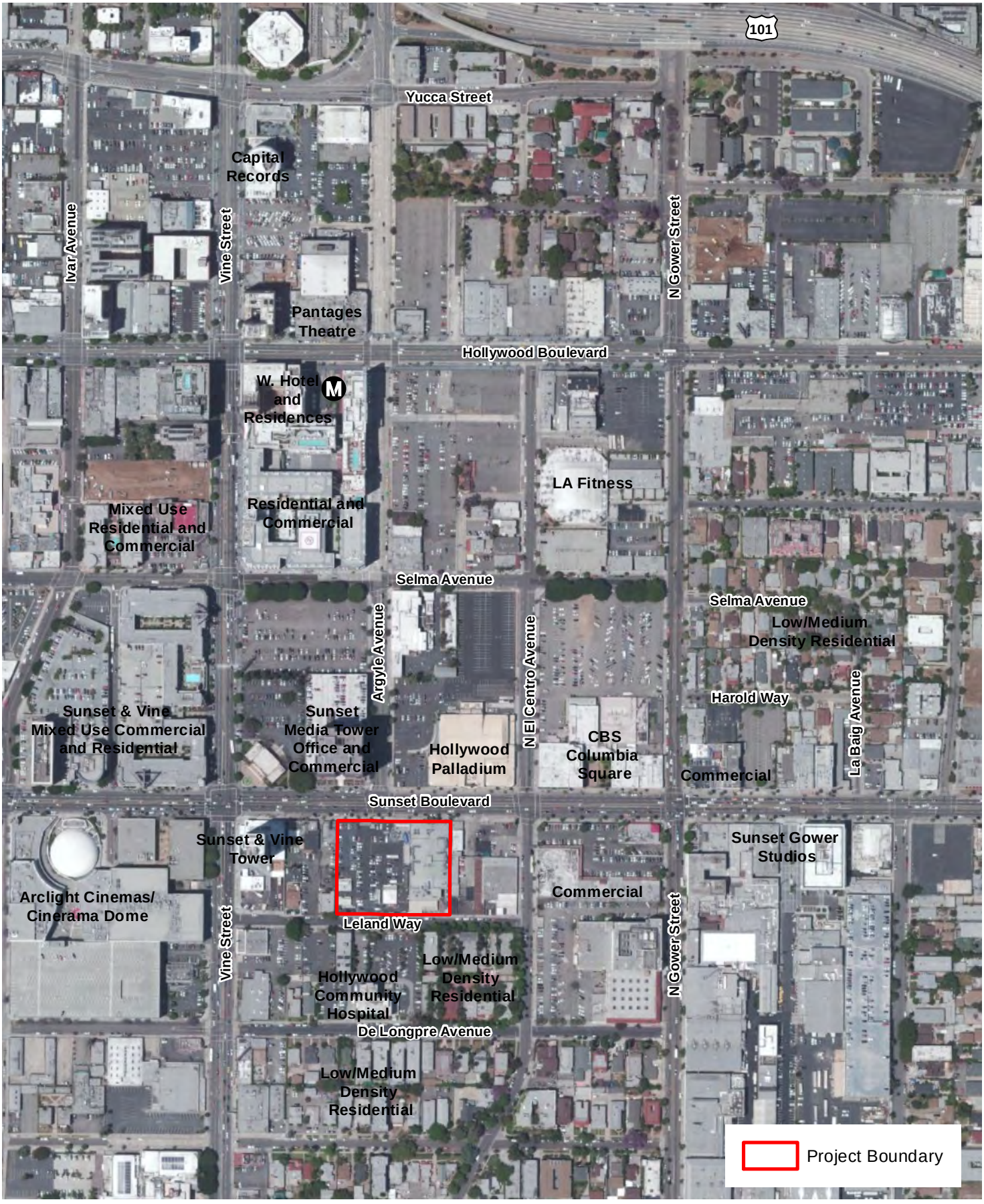
Regional and Vicinity Map

6250 Sunset

Source: ESRI Street Map, 2009; PCR Services Corporation, 2013.

FIGURE

A-1



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0 200 400 Feet

Aerial Photograph of Project Site and Vicinity

6250 Sunset

Source: ESRI, 2010; PCR Services Corporation, 2013.

FIGURE

A-2

distinctive decorative portico associated with the ECT Building that includes a thin steel marquee supported by a series of columns.

D. EXISTING PLANNING AND ZONING

The Property Site is located within the 1988 Hollywood Community Plan, Hollywood Redevelopment Plan, State Enterprise Zone, and Hollywood Signage Supplemental Use District. The Project Site covers three separate zones. Under the 1988 Hollywood Community Plan the southern lots along Leland Way are zoned Multiple Family (R4-2D) which permits a density of 400 square feet of lot area per dwelling unit with an FAR limitation of 2:1. The northeastern and northwestern lots are zoned Commercial (C4-2D-SN), which permits a density of 400 square feet of lot area per dwelling unit with an FAR limitation of 2:1. The residential density may be increased to R5 density (200 square feet of lot area per dwelling unit) if the project is part of a mixed-use development.

E. DESCRIPTION OF PROJECT

The Project would protect and retain the ECT Building and would introduce a new mixed-use building. The only modifications to the ECT Building that are proposed involve removal of an approximately 550 square foot later addition to the building, minor maintenance and upgrades to the building exterior, such as painting and limited material restoration, and potential interior modifications to support creative office use. The massing, size and scale of the Project, with its commercial ground floor and pedestrian emphasis, pedestrian-oriented Paseo, and ground floor and upper-level setbacks, have been designed to support compatibility with the historic ECT Building and the architectural character of the surrounding area. Proposed uses are summarized in **Table A-1**, *Project Summary* and the site plan is shown in **Figure A-3**, *Conceptual Site Plan*, and a cross section of the Project is illustrated in **Figure A-4,** *Cross Section of the Project.* As indicated in Table A-1, and as further described below, the Project would include a new seven-story building with 200 residential units, including 9 units for very-low income residents. The ground floor would include 4,700 square feet of commercial uses fronting Sunset Boulevard. Pedestrian access to the commercial space would be off Sunset Boulevard with vehicular access from Sunset Boulevard via a new driveway.

The ground floor would also include a semi-public Paseo between the new building and the ECT Building. The Paseo would provide a new pedestrian link between Sunset Boulevard and Leland Way while also supporting connectivity between the new building and the ECT Building. On Leland Way, floors one through seven would be occupied by residential uses that would include studio, one-bedroom, two-bedroom, and three-bedroom units. On Sunset Boulevard, floors one and two contain commercial, leasing and parking uses, with residential uses on floors three through seven. In addition to the Paseo on the ground floor, the Project would include substantial amenities and open space for residents including a lobby area and leasing office on the ground floor, and a fitness center on floor two; a club house/lounge area, fitness center (which extends from floor two), pool, spa, and landscaped terrace area on the Podium level (floor three). On the seventh floor, a landscaped terrace area (sky deck) would front Sunset Boulevard and would include landscaping and seating areas for residents. Approximately 8,400 square feet of private balconies would be provided. In total, the Project would include 29,776 square feet of total open space, including 8,400 square feet of private balconies, 18,015 square feet of outdoor open space amenities, and 3,361 square feet of indoor open space amenities.

Table A-1

Project Summary

Site Area (Including ECT Building)	90,112 s.f.
Commercial	
Total Ground Floor Commercial	**4,700s.f.**
Residential	
Total Units Provided	200[a]
- studios	68
- one-bedroom	107
- two-bedroom	20
- three-bedroom	5
Total Residential Floor Area	**167,764 s.f.**
Indoor Amenities	
Fitness Center (2nd Floor and Podium Level)	1,911 s.f.
Club House/Lounge Area (Podium Level)	1,450 s.f.
Total Indoor Amenities Provided	**3,361s.f.**
Lobby/Leasing Area	3,278 s.f.
Total Indoor Amenities and Lobby/Leasing Area	**6,933s.f**
Total Floor Area Proposed	**179,397 s.f.**
Maximum Allowable Floor Area at 4:5:1 ***(Residential Lot Only)***	**262,215 s.f.**
Proposed FAR	**3.1:1**
Outdoor Open Space	
Ground Floor Paseo	6,964 s.f.
Pool Terrace (Podium Level)	10,030 s.f.
Sky Deck (7th Floor)	1,021 s.f.
Total Outdoor Open Space Provided	**18,015 s.f.**
Private Balconies	8,400 s.f.
Total Outdoor and Indoor/Amenities	**29,776 s.f.**
Parking	
Commercial Parking Spaces Provided	10 spaces
Residential Parking Spaces Provided	236 spaces
ECT Building	70
Total Parking Spaces Provided	**316 spaces**
ECT Building (Existing)	38,280 s.f.

[a] *9 units will be designated as very-low income.*

Source: Harley Ellis Devereaux, January 2014

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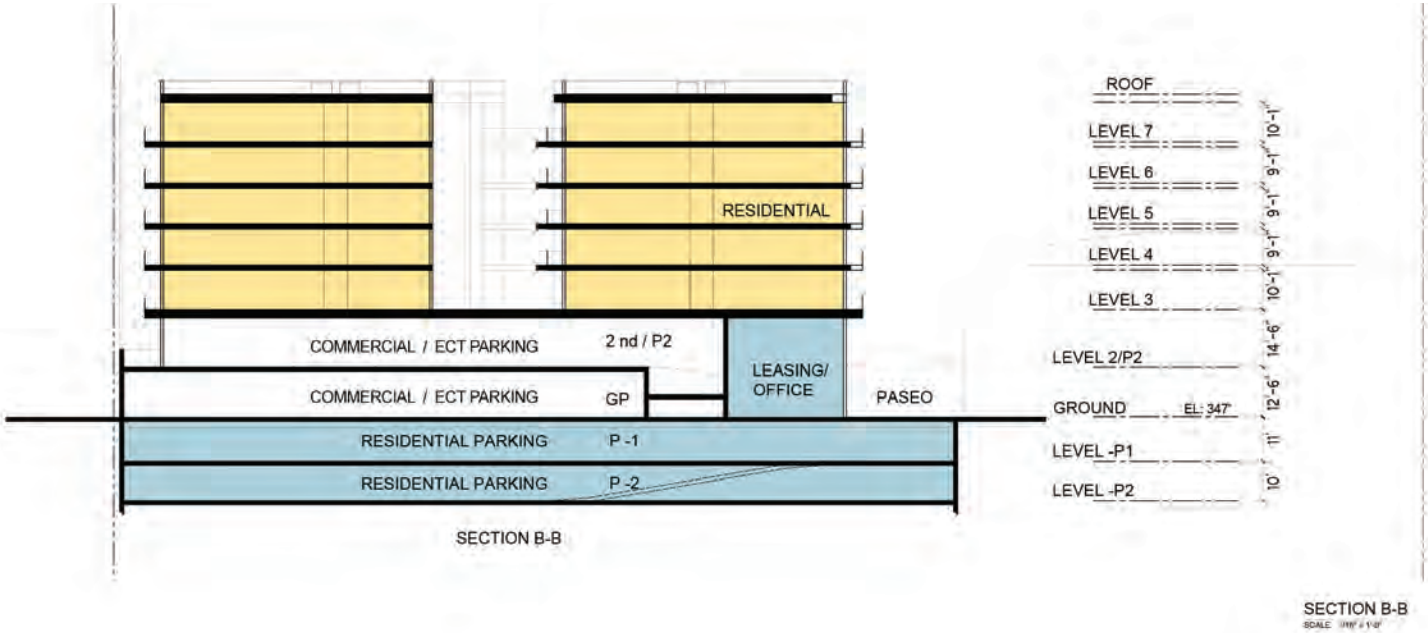
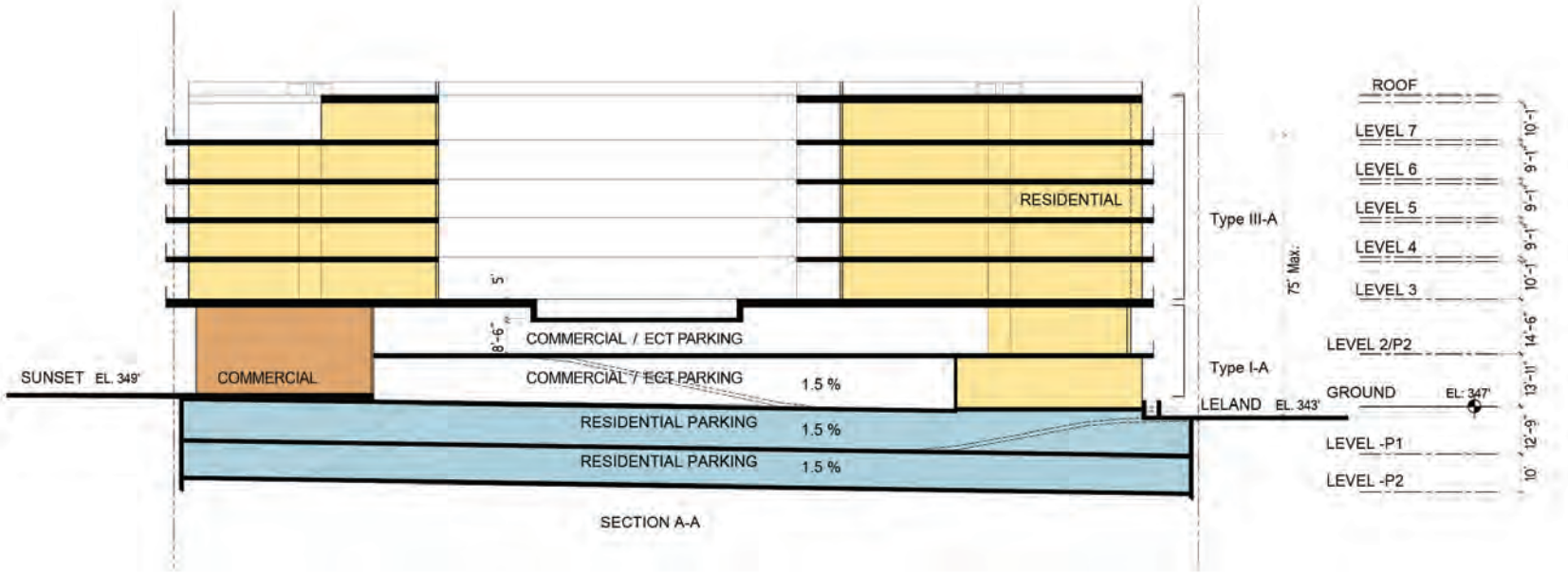
Conceptual Site Plan

6250 Sunset

Source: Harley Ellis Devereaux and Meléndrez, 2014.

FIGURE
A-3





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Cross Section of the Project

6250 Sunset

Source: Harley Ellis Devereaux, 2014.

FIGURE

A-4

Parking would serve residential and commercial uses within the new building as well as the uses within the ECT Building. Parking would be located within a four level parking structure with two levels of subterranean parking, one at-grade level and one above grade level.

Vehicular access to the Project Site would be from Sunset Boulevard for commercial uses and from Leland Way for residential uses. The main pedestrian access for residents would be from the main lobby and leasing areas located adjacent to the Paseo or via stairways and elevators from the subterranean parking levels. A stairway serving as a fire exit fronting Sunset Boulevard would provide access to the Paseo. Ground floor residential units that front Leland Way would also be able to access the individual units from Leland Way.

The Project would include a lot line adjustment between the Northwest/Southwest lots (the residential project site) and the Northeast/Southeast lots (the ECT Building site), such that the lot area of the residential project site would be 58,270 square feet, and the ECT Building site 31,842 square feet. The Project would include a zone change on the lots to increase the FAR on the southern and northeastern lots and to remove the commercial use floor area restriction on the northwestern lots.

Each of the Project components is discussed in more detail below.

1. Commercial (Retail and/or Restaurant Use)

New commercial space, totaling approximately 4,700 square feet, would be located along Sunset Boulevard at the northwest corner of the Project Site on the ground floor. The new commercial space, which would be occupied by retail and/or restaurant uses, is framed by a projecting canopy similar in height and scale to the portico associated with the ECT Building and awnings associated with the small-scale commercial development located to the west of the Project Site. Pedestrian access to the commercial space would be directly off Sunset Boulevard. Vehicle access for commercial visitors would also be from Sunset Boulevard via a new driveway. Parking for commercial uses would be located within the parking structure on the at-grade level. Ten parking spaces for the commercial use would be provided. Located on the ground floor and above grade parking levels are 70 parking spaces that would be designated for the ECT Building.

2. Residential Uses

Residential uses include 200 dwelling units, consisting of studios, one-bedroom, two-bedroom, and three-bedroom multi-family units. Specifically, the Project provides 68 studios, 107 one-bedroom, 20 two-bedroom, and five three-bedroom units on floors one through seven, with the majority of units located on floors three and above. Five percent (9 units) would be designated for very-low income levels.

The residential component of the Project also includes 3,278 square-foot lobby area and leasing office on the ground floor, and 1,911 square foot fitness center on floor two; a club house/lounge area, pool, spa, landscaped terrace area, and the upper level of the fitness center at the podium level (floor three); and a 1,021 square foot sky deck on floor seven (see **Figure A-3**, *Conceptual Site Plan*). Approximately 8,400 square feet of private balconies would be provided.

The Project would provide 236 residential parking spaces which would exceed LAMC parking requirements for on-site residential uses pursuant to the density bonus ordinance for affordable housing. Parking for

residential uses would be accessed from Leland Way within two levels of subterranean parking which would be separated from the commercial and ETC Building parking. Residential access for pedestrians would be via the main lobby and leasing areas adjacent to the Paseo and from stairways and elevators connecting to the subterranean parking levels. Ground floor residential units fronting Leland Way would also have access to their units directly from Leland Way.

3. ECT Building

ECT Building is located on the eastern portion of the site (approximately 38,280 square feet). The ECT Building is constructed of reinforced concrete with a rectangular footprint and a truss roof. It is characterized by its flat surfaces and exhibits simple vertical linear detailing in the Moderne style on the front facade. The most historically recognizable detail on the exterior of the building is a concrete and steel single-story portico with a thin steel marquee, which is supported by a series of five columns. The Project would retain and protect the ECT Building with minimal alterations. Following construction of the Project, the building is expected to either support continued operation as a television production studio, a similar studio use, or, use as creative office space. The only modifications to the ECT Building contemplated as part of the Project involve removal of an approximately 550 square foot later addition that serves as an entryway to the building from the surface parking lot, with a new canopy, minor maintenance and upgrades to the building exterior, such as painting and limited material repairs undertaken in a manner that conforms to the Secretary of the Interior's Standards for Rehabilitation (Standards). In the event the building transitions to creative office use, or possibly with continued production studio use, there would be potential for interior modifications that would be undertaken in conformance with the Standards.

4. Project Design and Architecture

The Project features a contemporary modern building designed to be compatible with the existing ECT Building. The Project has also been designed to respond to the context of the surrounding neighborhood which includes an active, urban milieu along Sunset Boulevard and lower scale residential uses along Leland Way. Building elevations of the Project as viewed from Sunset Boulevard, Leland Way, and from the east and west of the Project are illustrated in **Figure A-5,** *North and South Elevations* and **Figure A-6**, *East and West Elevation.*

Conceptual renderings of the Project as viewed from Sunset Boulevard and Leland Way are provided in **Figure A-7**, *Perspective 1, Conceptual Building Design – From Sunset Boulevard,* **Figure A-8**, *Perspective 2, Elevated View – From Sunset Boulevard,* **Figure A-9**, *Perspective 3, Conceptual Building Design – From Sunset Boulevard,* **Figure A-10**, *Perspective 4 Conceptual Building Design – From Leland Way,* **Figure A-11**, *Perspective 5 Paseo View– From Leland Way.* A conceptual elevated view of the Project is illustrated in **Figure A-12**, *Elevated View of Project from the West.*

Along Sunset Boulevard, the Project's façade includes projecting horizontal canopies that frame the proposed commercial uses, fitness center, lobby, and vehicle entry to the parking structure. These horizontal elements are similar in scale and echo the existing portico associated with the ECT Building, as well as the scale of commercial awnings located to the west of the Project Site. Along the Project's northern facade, a transparent volume that would house the proposed fitness center is located over the vehicular entry from Sunset Boulevard, directly on axis with Argyle Avenue. This feature is framed by horizontal elements and a 'sweeping' feature that provides a visual entryway into the Project Site. The height and scale of the glass

North Elevation

South Elevation

PCR

North and South Elevations

6250 Sunset

Source: Harley Ellis Devereaux, 2014.

FIGURE

A-5

East Elevation

West Elevation

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East and West Elevations

6250 Sunset

Source: Harley Ellis Devereaux, 2014.

FIGURE

A-6

PCR

Perspective 1, Conceptual Building Design – From Sunset Boulevard

6250 Sunset

Source: Harley Ellis Devereaux, 2014.

FIGURE

A-7

PCR

Perspective 2, Elevated View – From Sunset Boulevard

6250 Sunset
Source: Harley Ellis Devereaux, 2014.

FIGURE
A-8

PCR

Perspective 3, Conceptual Building Design – From Sunset Boulevard

6250 Sunset
Source: Harley Ellis Devereaux, 2014.

FIGURE
A-9

PCR

Perspective 4, Conceptual Building Design – From Leland Way

6250 Sunset

Source: Harley Ellis Devereaux, 2014.

FIGURE

A-10

PCR

Perspective 5 Paseo View – From Leland Way

6250 Sunset

Source: Harley Ellis Devereaux, 2014.

FIGURE

A-11

PCR

Elevated View of Project from the West

6250 Sunset

Source: Harley Ellis Devereaux, 2014.

FIGURE

A-12

volume, the horizontal projecting canopies, and wide landscaped entry into the Paseo along the northern frontage provide a pedestrian oriented-scale along the Sunset Boulevard streetscape.

Along the Project's southern façade on Leland Way, ground-floor residential units would include private street level entryways, balconies, and stepped-back landscaping. The first two levels would be sheathed in a different color scheme. These elements provide a smaller-scale, more intimate design along the Project's southern façade that would be compatible with the lower scale residential neighborhood along Leland Way.

Overall, the Project includes a vertical emphasis with contrasting colors and materials. Much of the exterior face of the building would be sheathed in exterior cement plaster, but the decorative colored elements would be comprised of a mixture of painted cement fiber panels above grade and heavier pre-cast material adjacent to walking surfaces. Balcony railings would include painted aluminum frames with infill materials including perforated metal, cement fiber board, and glass. The 'sweeping' frame around the fitness center would be sheathed with pre-finished metal panels. As described below, a semi-public open space Paseo would provide an expansive pedestrian-only area that would include extensive landscaping, paving treatments, and furniture.

5. Open Space and Landscaping

Private and semi-public open space would be provided as an integral part of the Project. The Paseo located at the ground floor between the new building and the ECT Building would provide a new pedestrian-only link between Sunset Boulevard and Leland Way while also supporting connectivity between the new structure and the ECT Building. At the north, adjacent to Sunset Boulevard, the Paseo would be approximately 38 feet at its widest and the entrance off Sunset Boulevard would be articulated by the existing portico of the ECT Building. Towards Leland Way to the south, the Paseo would taper approximately 25 feet between two raised planters, one of which would serve as a screening area for the existing service area at the back of the ECT Building. The main entrance to the lobby and leasing office for the residential uses located on the ground floor of the new building would be located directly off the Paseo. The Paseo would include landscaping and paving treatments that would reflect design elements related to the ECT Building portico off Sunset Boulevard, and movable furniture would allow for pedestrian gatherings within the Paseo. The Paseo may also be used for occasional special events in association with studio uses occupying the ECT Building. The Paseo would be open during daylight hours for public use, but would have restricted access via an entry gate along Sunset Boulevard and Leland Way for the general public at night. Residents would have 24-hour/seven day access to the Paseo's gated areas via key cards or other means of access.

In addition to the Paseo, there are several other private open space areas. For residents, the Project would include a sky deck fronting Sunset Boulevard on the seventh floor. A pool terrace would be located at the podium level (third floor) that would include a pool, spa area, and extensive landscaping and seating. New perimeter landscaping and scored concrete sidewalks treatments would be provided along Sunset Boulevard and Leland Way. The Project would also include new street trees in compliance with the City's landscape standards.

All of the open spaces would have generous landscaping and well-detailed hardscape. Landscaping treatments would comply with City of Los Angeles Urban Forestry requirements, be comprised of native and water tolerant vegetation, and would utilize water efficient irrigation systems.

6. Access, Circulation, and Parking

Vehicle access to the Project Site would be provided via one driveway on Sunset Boulevard for commercial access, and one driveway on Leland Way for residential access. Pedestrian access to the new ground floor commercial uses would be directly from Sunset Boulevard. The main pedestrian access to residential uses would be from the main lobby and leasing areas located adjacent to the Paseo or via elevators and stairways from the subterranean parking levels. A stairway serving as a fire exit fronting Sunset Boulevard would provide access to the Paseo. Ground floor residential units that front Leland Way would also be accessible directly from Leland Way.

Parking for the Project would be provided within a four level parking structure with vehicular access off of Sunset Boulevard and Leland Way. The parking structure would serve residential and commercial uses within the new building as well as the uses within the ECT Building for 316 vehicles (236 residential spaces, 10 spaces for the commercial use, and 70 spaces for the ECT Building). The parking structure would include two levels of subterranean parking, an at-grade parking level, and an above grade parking level. Parking for commercial uses and the ECT Building would be accessed off of Sunset Boulevard, with residential access provided from Leland Way. Parking for the ECT Building would be on the at-grade and above grade levels. All residential parking would be within the two subterranean parking levels. The Project would also provide parking for 246 bicycles within the at-grade, above grade, and first subterranean parking levels as well as in the Paseo. Views of the at-grade and above grade parking structure would be visually screened by commercial uses along Sunset Boulevard and residential uses along Leland Way.

The Project is located in an area well served by public transportation. The Hollywood/Vine Red Line rail station operated by the Metro is located approximately 0.2 miles north of the Project Site which provides service to Union Station in downtown Los Angeles. The Project Site is also served by LADOT Dash Lines, as well as Metro bus and Metro rapid bus lines. The Project Site is located within a highly pedestrian-oriented area, and is adjacent to a Future Bicycle Lane and Future Bike Friendly Streets, as designated in the City's General Plan.

7. Lighting and Signage

New lighting would include building identification, commercial accent lighting, wayfinding, balcony lighting, and security markings. Pedestrian areas including pathways and entryways into the Project would be well-lit for security and ground-mounted. Light fixtures 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 south along Leland Way.

New commercial signage would be similar to other existing storefront commercial signage in the Project area and would be consistent with the provisions of the Hollywood Signage Supplemental Use District. The Project would include an approximately 402 square foot wall sign, located on the east facing wall of the new building with primary visual access from Sunset Boulevard. The sign would be located at a height of approximately 33 feet to 75 feet above adjacent grade.

8. Site Security

The Project would incorporate a security program to ensure the safety of residents and site visitors. The new building would include controlled keycard access to residential areas and residential parking levels.

Access to the parking structure would be controlled through a kiosk with a gated entry, and the structure would be well illuminated. The public would have access to the Paseo during daylight hours, but the Paseo would be gated during the evening allowing only resident or tenant access. Site security would include provision of 24-hour video surveillance within common areas, entryways, and the parking structure, as well as security personnel. Duties of the security personnel would include, but 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. Project design also includes features to enhance site security including such items as lighting of entry-ways and public areas.

9. Sustainability Features

The Project would meet the standards for Leadership in Energy and Environmental Design (LEED) Silver level certification by the U.S. Green Building Council through the incorporation of green building techniques and other sustainability features, and would also comply with the Los Angeles Green Code, which builds upon and sets higher standards than those incorporated in the 2010 California Green Building Standard Code, or CALGreen. A sustainability program would be prepared and monitored by an accredited design consultant to provide guidance on Project design, construction and operations; and performance monitoring during Project operations to reconcile design and energy performance and enhance energy savings. Some of the Project's key design features that contribute to energy efficiency include roofing and paving materials to reduce the urban heat island effect, landscaping of the sky deck, pool terrace, and Paseo, and use of glass/window areas for ventilation and daylight accessibility. Other building features would include such items as high efficiency fixtures and appliances, and water conservation 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 the Metro Red Line and existing regional bus service), and employment opportunities, restaurants and entertainment all within walking distance.

10. Construction Schedule

Construction is anticipated to begin in the third quarter of 2015. The expected duration of the construction is approximately twenty-two months. The net earthwork export (cut) from the Project Site would be approximately 44,200 cubic yards.

F. ANTICIPATED PROJECT APPROVALS

Discretionary entitlements, reviews and approvals required for implementation of the Project would include, but would not necessarily be limited to, the following:

- Certification of an Environmental Impact Report;
- A Density Bonus to permit a 200-unit rental housing development, with 5% restricted to Very Low Income Households and utilization of Parking Option 1 per LAMC § 12.21-A.4.

- An off-menu incentive, or alternatively, a project permit modification or exception, to permit additional off-site signage at alternative locations and in excess of the maximum permitted combined sign area, located on Principal Building Facades and other building facades, within the Hollywood Signage Supplemental Use District. (LAMC § 12.22 A 25(g)(3))
- An off-menu incentive, or alternatively, an adjustment, to permit a reduction in West side yard setbacks. (LAMC § 12.22 A 25(g)(3))
- An off-menu incentive to permit a waiver of highway street dedication and improvement, or alternatively, a waiver of highway street dedication and improvement required under LAMC § 12.37 on Leland Way and Sunset Boulevard. (LAMC § 12.22 A 25(g)(3))
- A Zone Change and Height District Change from C4-2D-SN to [Q]C4-2D-SN to allow 4.5:1 FAR on the northeast and northwest lots (LAMC § 12.32); and from R4-2D to [Q]C4-2D to allow 4.5:1 FAR on southwest lots and southeast lots (LAMC § 12.32)
- A Lot Line Adjustment to adjust lot lines between the Western lots, containing the new mixed-use building, and the Eastern lots, containing the existing ECT Building. (LAMC § 17.50)
- Project Permit Compliance for signage within the Hollywood Signage Supplemental Use District. (LAMC § 11.5.7)
- Site Plan Review for a project with greater than 50 residential units. (LAMC § 16.50)
- An Owner Participation Agreement between the Designated Local Authority of the Community Redevelopment Agency, or its successor, and the Applicant to permit residential uses on commercial zones within the Hollywood Redevelopment Plan area.
- A Development Agreement between the City of Los Angeles and the Applicant.
- Construction permits, including building permits, grading, excavation, foundation, and associated permits.
- Haul route permit, as may be required.
- Other approvals as needed and as may be required.

ATTACHMENT B: EXPLANATION OF CHECKLIST DETERMINATIONS

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

I. AESTHETICS

Would the project:

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

Potentially Significant Impact. The Project Site is located within the highly urbanized Hollywood Community. Visual resources of merit in the greater Project area include the Hollywood Sign, which is a City-designated Cultural-Historic Monument, the Hollywood Hills to the north, and a number of historically significant buildings in the vicinity of the Project Site. Further, the nearby mixed-use community, which includes a range of studio/production uses, notable office uses and numerous entertainment venues, contributes to the visual character of the area. The Project Site is currently developed with an approximately 38,280 square foot building constructed in the late 1930's as the Earl Carroll Theatre (ECT Building), and a surface parking lot with accessory structures. Despite a series of alterations over the years, the ECT Building retains a high level of architectural integrity and appears potentially eligible as an historical resource.

The Project would replace the surface parking lot within the Project Site with a mixed-use building approximately 90 feet in height with a floor-to-area ("FAR") ratio of 3.1:1 on the Western lots, thus altering the aesthetic character of the area and potentially altering views from some locations. Therefore, it is recommended that this issue be analyzed further in an EIR.

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 a designated City- or State-designated scenic highway or associated view corridor. However, Sunset Boulevard has scenic value to the City of Los Angeles due to the historic resources and sites of interest in the area. In addition, the ECT Building is considered a potential historic resource, as it is eligible for consideration on the California and National Registers. The introduction of a new seven-story mixed-use building may affect views of scenic resources along Sunset Boulevard, including views of the ECT Building. Therefore, it is recommended that this topic be analyzed further in an EIR.

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

Potentially Significant Impact. The Project would replace the existing surface parking lot on the western portion of the Project Site with residential and commercial uses in a single, seven-story building with a height of approximately 90 feet above average grade. As the Project would alter the visual character of the Project Site and its surroundings by increasing the density of development on the Project Site, and placing a new structure adjacent to the ECT Building, which appears eligible for listing as a historic resource, and in proximity to other historic structures, it is recommended that this issue be analyzed further in an EIR.

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

Potentially Significant Impact. The Project Site lies within the highly urbanized Hollywood community, which is characterized by medium to high ambient nighttime artificial light levels. At night, surrounding mixed-use development, including a concentration of brightly illuminated entertainment venues, typically display moderate to high levels of interior and exterior lighting for way-finding, security, parking, signage, architectural highlighting, and landscaping/decorative purposes. Street lights and traffic on local streets also contributes to high ambient light levels in the area. The Project would contribute to ambient nighttime illumination as the Project's new architectural lighting, security lighting, and illuminated signage may increase ambient lighting over existing conditions. Some of these lighting elements may be visible from nearby off-site vantages, including potentially sensitive receptors such as the residential uses to the south of the Project Site across Leland Way and the Southern California Hospital of Hollywood fronting De Longpre Avenue that is also to the south. In addition, the Project would introduce new building surface materials with the potential to generate glare that could affect nearby residential receptors or motorists. Therefore, it is recommended that this topic be analyzed further in an EIR.

Shading impacts are influenced by the height and bulk of a structure, the time of year, the duration of shading during the day, and the sensitivity of the surrounding uses. The Project vicinity is characterized by a number of mid- to high-rise buildings along Sunset Boulevard, which contribute to shading of land uses in the Project vicinity. As the Project would introduce an approximately 90-foot building on the western portion of the Project Site in an area current occupied by surface parking, it is recommended that this topic be analyzed further in an EIR.

II. AGRICULTURE AND FOREST RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The Project Site has been developed with the ECT Building and a surface parking lot since 1938. No agricultural uses or related operations are present within the Project Site or in the surrounding highly urbanized area. As such, 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] Since the Project would not convert farmland to non-agricultural uses, there would be no impact. No further analysis of this topic in an EIR is recommended and no mitigation measures are required.

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

No Impact. The Project Site is in an area designated as Regional Center Commercial in the City of Los Angeles General Plan. The northern portion of the Project Site fronting Sunset Boulevard is zoned for Commercial (C4) uses, while the southern half of the Project Site fronting Leland Way is zoned for Multiple Dwelling Residential (R4) uses. The Project Site is currently occupied by the Earl Carroll Theatre, several associated structures, and a surface parking lot. No agricultural zoning is present in the Project vicinity, and no nearby lands are enrolled under the Williamson Act. As such, the Project would not conflict with existing zoning for agricultural uses or a Williamson Act contract, and there would be no impact. No further analysis of this topic in and EIR is recommended, and no mitigation measures are required.

c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 5110

No Impact. As discussed in Checklist Question II(b), the Project Site is zoned for commercial (C4-2D-SN and residential (R4-2D) uses and is currently developed with the ECT Building, several associated structures, and a surface parking lot. Furthermore, consistent with the built, urbanized area surrounding the Project Site, the larger Project vicinity is zoned for commercial and residential uses. No forest land or land zoned for timberland production is present on-site or in the surrounding area. As such, the Project would not conflict with existing zoning for forest land or timberland, and there would be no impact. No further analysis of this topic in an EIR is recommended, and no mitigation measures are required.

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

No Impact. The Project Site is currently developed and no forest land exists in the Project vicinity. As such, the Project would not result in the loss of forest land or conversion of forest land to non-forest use, and there would be no impact. No further analysis of this topic is necessary and no mitigation measures are required.

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

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

No Impact. There are no agricultural uses or related operations on or near the Project Site, which is located in the Hollywood area, a highly urbanized portion of the City of Los Angeles. Therefore, the Project would not involve the conversion of farmland to other uses, either directly or indirectly. No impacts to agricultural land or uses would occur. No further analysis of this topic is necessary and no mitigation measures are required.

III. AIR QUALITY

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

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

Potentially Significant Impact. The Project would increase the amount of traffic in the area and, consequently, would generate operational air emissions that could affect implementation of the Air Quality Management Plan (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 topic be analyzed further in an EIR.

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

Potentially Significant Impact. 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, particulate matter less than 10 microns in diameter ("PM_{10}")[2], and $PM_{2.5}$ on Federal and State air quality standards. The Project would result in increased air emissions associated with construction and operational traffic. Therefore, it is recommended that this topic be analyzed further in an EIR.

c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Potentially Significant Impact. As discussed in Checklist Question III(b), the Project would result in increased air emissions from construction and operational traffic in the Basin, an air quality management area currently in non-attainment of Federal and State air quality standards for O_3, $PM_{10,}$ and $PM_{2.5}$. Therefore, it is recommended that this topic be analyzed further in an EIR.

[2] *As noted in the 2012 AQMP, the Basin has met the PM_{10} standards at all stations and a request for re-designation to attainment status is pending with U.S. Environmental Protection Agency.*

d. Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. The Project Site is located in a mixed-use area with residential uses and other sensitive receptors in proximity to the Project Site. For example, multi-family residences and the Hollywood Community Hospital are located across Leland Way from the Project Site. Construction activities and operation of the Project could increase air emissions above current levels, thereby potentially affecting nearby sensitive receptors. Therefore, it is recommended that this topic be analyzed further in an EIR.

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 a mixed-use (residential and commercial) building and would not introduce any major odor-producing uses that would have the potential to affect a substantial number of people. Odors associated with Project operation would be limited to those associated with on-site waste generation and disposal (e.g., trash cans, dumpsters). Project operation is not expected to create objectionable odors. Activities and materials associated with construction would be typical of construction projects of similar type and size. On-site trash receptacles would be covered and properly maintained in a manner that promotes odor control. Any odors that may be generated during construction of the Project would be localized and would not be sufficient to affect a substantial number of people or result in a nuisance as defined by SCAQMD Rule 402. Impacts with regard to odors would be less than significant. No further analysis of this topic is necessary and no mitigation measures are required.

IV. BIOLOGICAL RESOURCES

Would the project:

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

No Impact. The Project Site is located in a highly urbanized area and is occupied by the ECT Building, associated structures, and a paved surface parking lot. Landscaping within the Project Site is limited to hedges on the exterior of the on-site surface parking lot and no native trees or other plant species are present on-site. Because of the urbanized nature of the Project Site and Project vicinity, the Project Site does not support habitat for candidate, sensitive, or special status species. Therefore, no impacts to candidate, sensitive, or special status species would occur. No further analysis of this topic in an EIR is recommended, and no mitigation measures are required.

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

No Impact. As discussed in Checklist Question IV(a), the Project Site and surrounding area are located in a highly 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 US Fish and Wildlife Service ("USFWS"). Furthermore, the Project Site is not located in or adjacent to a Significant Ecological Area as defined by the City of Los Angeles.[3] Therefore, the Project would not have an adverse effect on any riparian habitat or other sensitive natural community. No further analysis of this topic is necessary and no mitigation measures are 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. As discussed in Checklist Question IV(a), the Project Site is located in a highly urbanized area and is currently developed. The surrounding area has been fully developed with urban uses, associated infrastructure, and ornamental landscaping. The Project Site does not contain any wetlands as defined by Section 404 of the Clean Water Act. Therefore, the Project would not have an adverse effect on federally protected wetlands. No further analysis of this topic in an EIR is recommended, and no mitigation measures are 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 nursery sites?

No Impact. As stated in Checklist Question IV(a), the Project Site is developed with the Earl Carroll Theater, associated structures, and a paved parking lot. Due to the highly urbanized nature of the Project Site and surrounding area, the lack of a major water body, as well as the limited number of trees, the Project Site does not contain substantial habitat for native resident or migratory species, or native nursery sites. Therefore, the Project would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native nursery sites. No further analysis of this topic in an EIR is recommended, and no mitigation measures are required.

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

No Impact. As stated in Checklist Question IV(a), the Project Site is developed with the Earl Carroll Theater, associated structures, a paved parking lot, and limited landscaping. No locally protected biological resources, such as oak trees or California walnut woodlands, or other tress protected under the City of Los Angeles Protected Tree Ordinance (Chapter IV, Article 6 of the Los Angeles Municipal Code ["LAMC"]), exist on the Project Site. The Project would include ornamental landscaping at building entrances and the proposed pool area. Project construction may damage and/or remove existing street trees. However, new street trees would be provided in compliance with the City's landscape standards. Landscaping would comply with all LAMC requirements. Therefore, the Project would not conflict with local policies or ordinances protecting biological resources, and no impact would occur. No further analysis of this topic in an EIR is recommended, and no mitigation measures are required.

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[3] *City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, January 19, 1995, at page 2.18-13; http://cityplanning.lacity.org/housinginitiatives/housingelement/frameworkeir/FrameworkFEIR.pdf, accessed September 6, 2013.*

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 Checklist Question IV(a), the Project Site is located within a developed, urbanized area and does not provide habitat for any sensitive biological resources. The Project Site is not located within a habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan.[4] Therefore, the Project would not conflict with the provisions of any adopted conservation plan, and no impact would occur. No further analysis of this topic is necessary and no mitigation measures are required.

V. CULTURAL RESOURCES

Would the project:

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

Potentially Significant Impact. The ECT Building, ca. 1938, a Moderne style luxury nightclub, is situated within the proposed Project Site. The ECT Building meets the 50-year age threshold for eligibility for consideration of listing on the National Register of Historic Resources (National Register) and the 45-year age guideline of the California Register of Historical Resources (California Register). Despite a series of alterations over the years, the ECT Building retains a high level of architectural integrity and appears potentially eligible as an historical resource for its association with the development of luxury nightclubs in Hollywood, Earl Carroll as a person who is important to local, California, and/or national history, and architecturally, as an excellent example of Moderne architecture and a representative work of architect Gordon B. Kaufman. The period of significance extends from its construction in 1938 to Earl Carroll's untimely death in a 1948 plane crash.

The Project would retain the ECT Building, although a small ancillary structure adjacent to the west side of the building would be removed to accommodate the Project. Additionally, the new building that is proposed would be located immediately west of the ECT Building. As a result, it is recommended that this topic be analyzed further in an EIR.

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

Potentially Significant Impact. Project construction would require excavation for subterranean parking levels, and other grading and excavation. There is potential that areas on the Project Site may contain historic archaeological deposits and other archaeological resources. Therefore, it is recommended that this topic be further analyzed in an EIR to determine the potential for, and significance of, any impacts on archaeological resources.

[4] *California Department of Fish and Wildlife, Habitat Conservation Planning, Natural Community Conservation Planning, Summary of Natural Community Conservation Plans (NCCPs) January, 2013; http://www.dfg.ca.gov/habcon/nccp/, accessed April 2013.*

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

Potentially Significant Impact. The Project Site is underlain by terrestrial, older Quaternary Alluvial fan and fluvial deposits derived from the Hollywood Hills to the north. While the uppermost layers of these deposits typically do not contain significant vertebrate fossils remains, paleontological resources are known to occur in the greater Project vicinity within these alluvial deposits. While the Project Site was previously disturbed by grading and building activities, the Project would require excavation for subterranean parking and building foundations that would extend into native soils that might contain paleontological resources. Thus, it is recommended that this topic be analyzed further in an EIR to determine the potential for, and significance of, any impacts on paleontological resources.

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

Less Than Significant Impact. The property is not located within or within proximity to known sites of human interments; however, in the course of excavation activities, the Project may uncover unknown human remains. The impact however, would be less than significant as discovery of unknown human remains are regulated through California Public Health and Safety Code Section 7050.5, which would require evaluation of the find by the County Coroner and consultation with the Native American Heritage Commission, if deemed appropriate.

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. The Project Site is not located with an Alquist-Priolo Earthquake Fault Zone, and no known faults exist on the Project Site. However, the Hollywood Fault, which is considered an active fault, is located approximately 2,000 feet north of the Project Site.[5] Further, the Fault Rupture Study Area associated with this fault is located 1,500 feet north of the Project Site. Since the Project Site is located within close proximity of a City-designated fault rupture study area, and there are faults in the Project vicinity, it is recommended that this topic be analyzed further in an EIR.

ii. Strong seismic ground shaking?

Potentially Significant Impact. The Project Site is located within the seismically active Southern California region. It is also located approximately 2,000 feet south of the Hollywood Fault. For these reasons, the Project Site may be subject to shaking during earthquake events. The level of ground shaking that would be experienced at the Project Site from the Hollywood or other active in the region would be a function of

[5] *City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan, Safety Element, November 26, 1996, Exhibit A. Available at: http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf, accessed January 6, 2014.*

several factors including earthquake magnitude, rupture propagation path, distance from the epicenter, earthquake depth, duration of shaking, the on-site site topography, and site geology. The Project design would be required to comply with State and City regulations for the protection of public safety. However, because of the Project's proximity to active faults, the Project's soil characteristics and applicable Project design requirements should be identified and disclosed. Therefore, it is recommended that this topic be analyzed further in an EIR.

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 CGS has delineated seismic hazard zones in areas where the potential for strong ground shaking, liquefaction, landslides, and other ground failures due to seismic events are likely to occur. Cities and counties must regulate certain development projects within these zones until the geologic and soil conditions of a site are investigated and appropriate mitigation measures, if any, are incorporated into development plans. In addition, the City of Los Angeles General Plan Safety Element has designated areas susceptible to liquefaction.

The City of Los Angeles General Plan Safety Element has designated areas susceptible to liquefaction, and identifies the Project Site as lying within a liquefiable area. However, the Project Site is not so designated by the California Division of Mines and Geology. Nonetheless, given the designation in the Safety Element, and the potential for seismic shaking at the Project Site, it is recommended that liquefaction be evaluated further in an EIR.

iv. Landslides?

No Impact. The Project Site is not located within a City-designated Hillside Grading Area, is not subject to the City's Hillside Ordinance, and is not located in a City-designated Landslide area.[6] Additionally, the Project Site is relatively flat, sloping gently to the south at a grade of 2 percent, with an elevation change of approximately 6 feet across the property, and there is only a gentle elevation difference in the Project vicinity. Further, the Project Site is not in close proximity to any mountains or steep slopes. As such, there is no potential for landslides to occur on or near the Project Site. Therefore, the Project would not expose people or structures to potential substantial adverse effects involving landslides and no impact would result. No mitigation measures would be required and no further analysis of this topic in an EIR is recommended.

[6] *City of Los Angeles Department of City Planning, Parcel Profile Report: 6320 W Sunset Boulevard. Generated January 6, 2014.*

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

Less Than Significant Impact. During construction, approximately 2.06 acres of the Project Site would be subject to ground-disturbing activities (e.g., removal of the existing temporary structures and surface parking lots, excavation, foundation construction, the installation of utilities). These activities would expose soils for a limited time, allowing for possible erosion.

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

Regarding soil erosion during project operations, the potential is relatively low due to the fact that the Project Site would be covered with the proposed apartment building and/or landscaped. The use of vegetation and groundcover would act as an effective barrier to soil erosion by impeding direct contact between precipitation/irrigation and the on-site soils. With compliance with regulatory requirements that include implementation of BMPs, less than significant impacts would occur related to erosion or loss of topsoil.

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 VI(a)iii, above, the City of Los Angeles General Plan Safety Element has designated areas susceptible to liquefaction, and identifies the Project Site as lying within a liquefiable area. However, the Project Site is not so designated by the California Division of Mines and Geology. Nonetheless, given the designation in the Safety Element, and the potential for seismic shaking at the Project Site, potential for hazards associated with liquefaction would be evaluated further in an EIR.

Subsidence occurs when fluids from the ground (such as petroleum and groundwater) are withdrawn. Since the Project Site is not located within a known oil field, subsidence associated with extraction activities is not anticipated. However, evaluation of this topic in an EIR based on a project-specific geotechnical investigation is warranted given the potential for seismic-related effects on the proposed development and the extent of grading/excavation proposed.

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 should be identified, and evaluated as to appropriate design considerations for the proposed project. Therefore, further analysis of this topic in an EIR is recommended.

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

No Impact. The Project Site is located in an 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. No further analysis of this topic in an EIR is recommended, and no mitigation measures are 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 a significant impact on the environment. In addition, the Project would generate vehicle trips that would contribute to the emission of GHGs. The amount of GHG emissions associated with the Project has not been estimated at this time. Therefore, it is recommended that this topic 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, as well as relevant Project features that reduce GHG emissions.

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

Potentially Significant Impact. In 2010, the City adopted the 2010 California Green Building Standards Code, also known as CALGreen, with amendments, as Ordinance No. 181,480, thereby codifying provisions of CALGreen as the new Los Angeles Green Code ("LA Green Code"). As of January 2011, the LA Green Code is applicable to the construction of new buildings (residential and nonresidential), building alterations with a permit valuation of over $200,000, and residential and nonresidential building additions. The LA Green Code contains both mandatory and voluntary green building measures for the reduction of GHG emissions through energy conservation. In addition, the Project is required to implement applicable energy

conservation measures to reduce GHG emissions such as those described in the California Global Warming Solutions Act of 2006, also known as AB 32. The Project would incorporate sustainable elements of design, construction and operation in an effort to meet the standards of Leadership in Energy and Environmental Design ("LEED") certification at the LEED Silver level. However, the amount of greenhouse gas emissions associated with the Project have not been estimated at this time. Therefore, further evaluation is required to determine if the Project would achieve consistency with applicable plans, policies or regulations adopted for the purpose of reducing GHG emissions.

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. In general, Project construction 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. Operation of the Project would involve the use and storage of small quantities of potentially hazardous materials in the form of cleaning solvents, painting supplies, and pesticides for landscaping. 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. As with construction emissions, any emissions from the use of such materials regarding the operation of the Project would be minimal and localized to the Project Site. Therefore no further analysis of this topic is necessary and no mitigation measures are 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?

Potentially Significant Impact. According to the City of Los Angeles Department of Building and Safety, the Project Site is not located within a methane hazard zone, or methane buffer zone. There are no major natural gas fields or major natural gas wells within the Hollywood Community Plan area.[7]

The Project Site was developed in 1938 with the ECT Building. Although the building has been subsequently renovated, there is the potential that asbestos-containing building materials ("ACBM") and/or lead-based paints ("LBPs") are still present in the ECT Building.Although substantial modifications to the Theater Building are not anticipated, there is the potential that construction activities could encounter these identified hazardous materials. As a result, it is recommended that this topic be further analyzed in an EIR to determine the potential for, and significance of, any impacts from hazardous materials.

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

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

Less Than Significant Impact. There are no existing or proposed schools located within one-quarter mile of the Project Site. The closest schools to the Project Site are Le Conte Middle School and Citizens of the World Charter School located approximately 0.4 miles to the southeast, Cheremoya Elementary School located approximately 0.4 miles to the northeast across the Hollywood Freeway ("101 Freeway"), Selma Elementary School located approximately 0.5 miles west, and Grant Elementary School located approximately 0.6 miles east on the other side of the 101 Freeway. As discussed above, 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. Although Project construction may encounter previously identified on-site hazardous materials (i.e., ACBMs, LBPs), these materials are required to be handled in accordance with applicable regulations, would be localized to the Project Site, and existing schools are sufficient distance from the Project Site to not be impacted if these materials are encountered during Project construction. Operation of the Project would involve the use and storage of small quantities of potentially hazardous materials in the form of cleaning solvents, painting supplies, and pesticides for landscaping. 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. During Project operation, the limited quantities and any prescribed handling procedures of hazardous materials would not pose a risk to schools in the Project vicinity, since there would be minimal emissions and they would be localized to the Project Site. As such, it is concluded that the Project would result in a less than significant impact related to hazardous materials at any existing or proposed schools within a one-quarter mile radius of the Project Site.

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?

Potentially Significant Impact. Government Code Section 65962.5, amended in 1992, requires 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"); State Response sites; Voluntary Cleanup sites; and School Cleanup sites. Based on a review of the EnviroStor database, the Project Site is not identified on any of the above lists.[8] In addition, the Project Site is not on the State Water Board's Geotracker Database, which provides a list of leaking underground storage tank sites that are included on the Cortese List.[9] Lastly, the

[8] *Department of Toxic Substances Control, EnviroStor Database at http://www.envirostor.dtsc.ca.gov/public; accessed September 6, 2013.*

[9] *State Water Resources Control Board, https://geotracker.waterboards.ca.gov; accessed September 6, 2013.*

Project Site is not listed on CalEPA's list of sites with active Cease and Desist Orders or Cleanup and Abatement Orders or list of contaminated solid waste disposal sites.[10]

The Project Site is listed on the HAZNET database for removal of latex waste and unspecified aqueous organic solutions that were sent to a recycler for proper disposal. Additionally, two nearby properties are listed on the SWEEPS and SLIC databases. Specifically, Mark C. Bloome Co. Inc., located at 6120 W. Sunset Boulevard, adjacent to the east side of the Project Site, is listed on the SWEEPS UST, and Paragon Cleaners, located at 1310 Vine Street, approximately 1,178 feet south-southwest of the Project Site, is listed on the SLIC database. The Mark C. Bloome Co., Inc. property located adjacent to the east side of the Project Site has been utilized as a car wash, historical auto repair shop, and service station, and may be a potential source for migration of off-site contamination. Because nearby properties are listed on hazardous materials sites compiled pursuant to Government Code Section 65962.5, it is recommended that this topic be further analyzed in an EIR to determine the potential for, and significance of, any impacts from nearby listed sites.

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

No Impact. The Project Site is not within an airport land use plan and it is not within two miles of a public airport or public use airport. The nearest airport is the Burbank Bob Hope Airport located approximately 7.5 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 vicinity. No further analysis of this topic in an EIR is recommended, and no mitigation measures are required.

f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

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

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 a dense urban area with high population levels and local and regional traffic activity as well as traffic congestion. 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, operation of the Project would generate traffic in the Project vicinity and would result in some modifications to access from the streets that surround the site. Nonetheless, the Project is expected to provide adequate emergency access and to comply with City of Los Angeles Fire Department ("LAFD") access requirements. Subject to review and approval of site access and circulation plans by the LAFD, the Project would not impair

[10] *CalEPA's List of Active CDO and CAO sites; online at http://www.calepa.ca.gov/SiteCleanup/CorteseList/CDOCAOList.xls; accessed September 6, 2013.*

implementation or physically interfere with adopted emergency response or emergency evacuation plans. In this regard, as discussed in Checklist Questions XIII(a)(i) and (ii), the Project would have a less than significant impact with respect to fire and police services, including emergency response. Since the Project would not cause an impediment along the City's designated emergency evacuation route, nor would the proposed residential and commercial uses impair the implementation of the City's emergency response plan, the Project would have a less than significant impact with respect to these issues. As such, no further evaluation of this topic in an EIR or mitigation measures are necessary.

h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. The Project Site is located in the highly urbanized Hollywood area. No wildlands are present on the Project Site or surrounding area. Furthermore, the Project Site is not within a City-designated wildfire hazard area.[11] Therefore, the Project would not expose people or structures to a significant risk involving wildland fires. No further analysis of this topic in an EIR is recommended, and no mitigation measures are required.

IX. HYDROLOGY AND WATER QUALITY

Would the project:

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

Less Than Significant Impact. The Project Site is currently developed with the ECT Building, associated buildings, and a paved parking lot. The Project Site is generally level and stormwater runoff from the Project Site is currently directed to the surrounding streets and into the City's storm drain system. Construction of the Project would require earthwork activities, including grading and excavation of the Project Site, which would expose soils for a limited time and could allow for possible erosion, particularly during precipitation events. However, as discussed above, all grading activities would require grading permits from the City's Department of Building and Safety, which include requirements and standards designed to limit potential impacts associated with erosion to permitted levels. Additionally, grading and site preparation must comply with all applicable provisions of Chapter IX, Division 70 of the LAMC, which includes requirements such as the preparation of an erosion control plan to reduce the effects of sedimentation and erosion. In addition, the Project applicant would be required to meet the provisions of the Project-specific SWPPP in accordance with the NPDES permit. The SWPPP is subject to review by the City for compliance with the City of Los Angeles' Best Management Practices Handbook, Part A Construction Activities. As part of these regulatory requirements, BMPs must be implemented to control erosion and to protect the quality of surface water runoff during the construction by controlling potential contaminants such as petroleum products, paints and solvents, detergents, fertilizers, and pesticides. Should grading activities occur during the rainy season (October 1st to April 14th), a WWECP must be prepared pursuant to the "Manual and Guideline for Temporary and Emergency Erosion Control," adopted by the Los Angeles Board of Public Works.

[11] *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; http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf, accessed September 11, 2013.*

With regard to Project operation, the Project would be required to incorporate operational BMPs per the City of Los Angeles Standard Urban Stormwater Management Plan ("SUSMP") permit requirements. The Project's SUSMP would set forth long-term BMPs to prevent adverse impacts to water quality during Project operations. For instance, the SUSMP would set forth structural BMPs that must be built into the Project for ongoing water quality purposes and would be subject to review by the City for compliance with the City of Los Angeles' Best Management Practices Handbook, Part B: Planning Activities. Long-term BMPs for this Project could include, but are not limited to, ensuring that discharge from downspouts, roof drains, and scuppers would not be permitted on unprotected soils. Further, all storm drain inlets and catch basins within the Project area would be stenciled with prohibitive language (such as NO DUMPING - DRAINS TO OCEAN) and/or graphical icons to discourage illegal dumping. The final selection of BMPs would be completed through coordination with the City of Los Angeles. Through preparation and implementation of the SUSMP, operational water quality impacts of the Project would be minimized. Additionally, because the current on-site parking lot does not currently operate under a SUSMP, implementation of the Project with a SUSMP would improve water quality draining from the Project Site in comparison to existing conditions.

Regarding the quantity of stormwater runoff, the Project would replace one impervious surface (e.g., surface parking lot) with another (e.g., mixed-use building). Because the Project would include landscaping and planter boxes, the effective impervious surface area of the Project Site would be reduced from 99 percent to 87 percent. In this regard, a technical memorandum titled *Essex Hollywood Project: Civil Engineering Initial Study Data* ("Engineering Report") prepared by Kpff Consulting Engineers in April 2014 found that Project implementation would result in a net reduction in stormwater flow from the Project Site. Specifically, stormwater flows would be reduced from 4.18 cubic feet per second ("cfs") to 4.14 cfs during a 50-year storm event. In addition, the current surface parking lot was constructed prior to the City's current Low-Impact Development ("LID") requirements, which require the Project to treat and infiltrate the runoff from a storm event producing 0.75 inch of rainfall in a 24 hour period. As a result, with implementation of Project features and LID requirements, the Project would not increase stormwater flows from the Project Site.

Based on the above, impacts related to water quality would be less than significant. No further analysis of this topic in an EIR is recommended.

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

Less Than Significant Impact. The 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 local groundwater. In 2009 to 2010, LADWP had an available water supply of roughly 550,000 acre-feet ("AF"), with approximately 14 percent coming from local groundwater.[12] Groundwater levels in the City are maintained

[12] *Los Angeles Department of Water and Power, 2010 Urban Water Management Plan, Exhibit ES-R – Service Area Reliability Assessment for Average Weather Year, adopted May 3, 2011; https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water?_adf.ctrl-state=gixvgqhub_4&_afrLoop=237918338210000, accessed April 2013.*

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. As the Project would replace one impervious surface area (i.e., surface parking lot) with another (i.e., mixed-use building), the groundwater recharge on the Project Site would be similar to the Project Site's historic contribution to recharge. Furthermore, the small size of the Project Site limits its potential to contribute to recharge of groundwater sources. Therefore, impacts due to interference with groundwater recharge would be less than significant. No further analysis of this topic in an EIR is recommended and no mitigation measures are required.

c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

Less Than Significant Impact. During Project construction, temporary alteration of existing on-site drainage patterns may occur. However, these changes would not result in substantial erosion or siltation due to stringent controls imposed via City grading and building permit regulations as discussed under Checklist Question VIII(a) above. Runoff currently flows off the Project Site and into area streets and alleys, ultimately flowing into City storm drains. There is no potential for downstream erosion since the street is paved and otherwise stabilized. As such, any alteration of existing drainage patterns would not result in substantial erosion or siltation on- or off-site and project impacts related to this topic would be less than significant.

As mentioned above, under existing conditions, most stormwater runoff flows off the Project Site and into the local storm drain system. This condition would not change as a result of the Project. As mentioned above, the Project Site is located in an urbanized area and is largely covered with impervious surfaces. As a result, the Project, which would replace one set of impervious surfaces with another, would not result in a notable change in quantity of urban runoff from the Project Site. Although the Project would reduce existing stormwater flows from the Project Site, there would be a minor alteration to existing drainage patterns. Under existing conditions, all stormwater currently flows south to Leland Avenue. Under the Project, a portion of stormwater flows would be directed to Sunset Boulevard. Thus, the Project would increase stormwater flows to Sunset Boulevard. There is not any known potential of downstream erosion or flooding due to the fact that the street is paved and otherwise stabilized. Final plan check by the Los Angeles Bureau of Sanitation ("BOS") would ensure that adequate capacity is available in the storm drain system in Sunset Boulevard prior to Project approval. The Applicant would be responsible for providing the necessary storm drain infrastructure to serve the Project Site, as well as any extensions to the existing system in the area. As a result, Project development would not result in substantial erosion or siltation on- or off-site. Therefore, a less than significant impact is anticipated. No mitigation measures would be required and no further analysis of this topic in an EIR is recommended.

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

Less Than Significant Impact. While the Project Site is under construction, the rate and amount of surface runoff generated at the Project Site would fluctuate. However, the construction period is short-term and compliance with applicable regulations discussed above would preclude fluctuations that result in flooding.

With regard to operations, as discussed above, the Project would replace a surface parking lot with a mixed-use building. The existing surface parking lot was constructed prior to the City's LID requirements, which require the Project to treat and infiltrate the runoff from a storm event producing 0.75 inch of rainfall in a 24 hour period. As a result, with implementation of the Project's design features (i.e., high-efficiency bio-filtration planters, bio-retention systems) and LID requirements, the Engineering Report concluded that the Project would reduce the effective impervious surface area of the Project Site, and thus, stormwater flows from the Project Site would be reduced during a 50-year storm event. As discussed above, the Project would increase stormwater flows to Sunset Boulevard. Final plan check by BOS would ensure that adequate capacity is available in the storm drain system in Sunset Boulevard prior to Project approval. The Applicant would be responsible for providing the necessary storm drain infrastructure to serve the Project Site, as well as any extensions to the existing system in the area. Lastly, the Project Site is not located adjacent to any stream or river, and Project runoff would continue to drain into existing City storm drain infrastructure. There is not any known potential of downstream erosion or flooding since the storm drain system is completely channelized in subterranean pipes and not subject to course alternations. Therefore, the Project would not have the potential to result in flooding due to altered drainage patterns and impacts would be less than significant. No further analysis of this topic in an EIR is recommended and no mitigation measures are required.

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

Less Than significant Impact. As noted, the Project Site is almost entirely covered with impervious surfaces and stormwater runoff flows into the City's storm drain system. There are no known deficiencies in the local stormwater system. As discussed above, the Project would increase stormwater flows to Sunset Boulevard. Final plan check by BOS would ensure that adequate capacity is available in the storm drain system in Sunset Boulevard prior to Project approval. The Applicant would be responsible for providing the necessary storm drain infrastructure to serve the Project Site, as well as any extensions to the existing system in the area. Therefore, a less than significant impact would result. No further analysis of this topic in an EIR is recommended and additional mitigation measures are not required. Refer to Checklist Question VIII(a) for a discussion of project impacts related to water quality.

f. Otherwise substantially degrade water quality?

Less Than Significant Impact. As discussed above in Checklist Question IX(a), construction and operational BMPs implemented as part of the project's SWPPP and SUSMP and good housekeeping practices would preclude sediment and hazardous substances from entering stormwater flows. Therefore, a less than significant impact would result and no mitigation measures are required. Further analysis of this topic in an EIR is not recommended.

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

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

No Impact (g-h). The Project Site is not located within a flood zone, including the 100-year flood zone designated by the Federal Emergency Management Agency ("FEMA").[13] No flood zone impacts would occur and no mitigation measures would be required. No further analysis of this topic in an EIR is recommended.

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

Less Than Significant Impact. As discussed above, the Project Site is not located within a designated floodplain. The Project Site is mapped within the potential inundation area of the Hollywood Reservoir.[14] The Hollywood Reservoir is an LADWP reservoir located in the Hollywood Hills approximately 1.5 miles north of the Project Site. Hollywood Reservoir is safely operated and not expected to breach. 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, and measures are instituted in the event of potential overflow. 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. Given the distance of the Hollywood reservoir from the Project Site and amount of intervening development, particularly the physical separation provided by the 101 Freeway, any flood waters would dissipate substantially prior to reaching the Project Site. Given the low likelihood of a breach and low potential of the Project to affect flows as a result in changes to the Project Site, the potential impacts associated with a dam failure would be less than significant. No further evaluation of this topic in an EIR is recommended and no mitigation measures are required.

j. Inundation by seiche, tsunami, or mudflow?

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

As discussed above in Checklist Question IX(i), while the Project Site is located within the potential inundation area of the Hollywood Reservoir,[15] the Project would not be significantly impacted in the unlikely event of a dam breach. As to tsunami hazards, the Project Site is located approximately 13 miles inland (east) from the Pacific Ocean and, therefore, would not be subject to a tsunami. The Project Site is also located in an area of relatively flat topography, and as such, there is minimal potential for mudflows.

[13] *City of Los Angeles Department of City Planning, Parcel Profile Report: 6320 W Sunset Boulevard. Generated January 6, 2014.*

[14] *City of Los Angeles General Plan, Safety Element Exhibit G, Inundation & Tsunami Hazard Areas, March 1994.*

[15] *City of Los Angeles General Plan, Safety Element Exhibit G, Inundation & Tsunami Hazard Areas, March 1994.*

Therefore, no impacts would occur due to inundation by tsunami or mudflow. No further analysis of this topic in an EIR is recommended and no mitigation measures are required.

X. LAND USE AND PLANNING

Would the project:

a. Physically divide an established community?

Less Than Significant Impact. The Project Site is located in the Hollywood Community Plan area, along the highly urbanized Sunset Boulevard. The Project vicinity is characterized by a mixed-use blend of commercial, restaurant, studio/production, office, entertainment, institution (hospital), and residential uses. Notable uses along Sunset Boulevard in the Project vicinity include the CBS Columbia Square Studio/Office Complex and Sunset/Gower Studios to the northeast, the Hollywood Palladium to the immediate north, and the Sunset Media Tower, Sunset and Vine Tower, and ArcLight Cinerama Dome to the west. Hollywood Boulevard tourist-oriented and entertainment uses such as the Pantages Theatre are located north and northwest of the Project Site, together with a variety of commercial, office, studio, and high-density residential uses. The Hollywood Hospital is located to the west of the Project Site. Lower-density residential neighborhoods that include a mix of single-family, bungalow, duplex, and lower scale apartment uses surround Hollywood's commercial center to the southwest, south, and east of the Project Site.

The Project would be infill development and would be located on the western portion of the Project Site, which is currently occupied by a surface parking lot and several small ancillary structures. Residential uses are located immediately south on Leland Way. While the Project would result in minor changes to the way vehicles access, traffic in the surrounding community would continue to utilize the same circulation facilities and patterns as occur presently. Further, the Project's proposed Paseo would provide a new mid-block pedestrian passageway between Sunset Boulevard and Leland Way that would enhance pedestrian circulation within the community.

With regard to land use relationships, the Project would provide a mix of residential and commercial 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 introduce land uses that are inconsistent with development in the local area or effect existing land use relationships. Therefore, the Project would not physically divide an established community and a less than significant impact would result. No further analysis of this topic in an EIR is recommended and no mitigation measures are required.

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

Potentially Significant Impact. The Project Site is located within the 1988 Hollywood Community Plan Area in the City of Los Angeles. The Project Site is in the area designated for Regional Center uses within the City of Los Angeles General Plan under the City's Framework Element. The 1988 Hollywood Community Plan designates the Project Site as Regional Center Commercial.

Under the 1988 Hollywood Community Plan, the northwestern and northeastern portions of the Project Site fronting Sunset Boulevard are zoned for Commercial C4-2D-SN. The southern half of the Project Site fronting Leland Way is zoned R4-2D. The C4-2D-SN zone permits a floor area ratio (FAR) of 2:1. The C4 zone permits a density of one unit per 200 square feet of lot area, since this zone is designated as a Commercial (C) zone within a Regional Center Commercial land use designation. The R4 zone permits an FAR of 2:1 and a density of one unit per 400 square feet of lot area.

The Property is within the Hollywood Redevelopment Plan area. The Redevelopment Plan limits development within the Regional Center Commercial designation to an FAR of 4.5:1, which may increase to 6:1 under certain circumstances. The Project complies with the Hollywood Redevelopment Plan 4.5 FAR restriction.

The northern portions of the Project Site along Sunset Boulevard are within the Hollywood Signage Supplemental Use District (SUD), updated on November 17, 2010. The Hollywood Signage SUD limits signage within a project to two (2) square feet of sign area per one (1) linear foot of street frontage, and allows for additional signage area in certain circumstances, including sign area equal to up to 20 percent of total wall area of the Principal Building Façade. In addition, the Hollywood Signage SUD allows additional signage area for historic signs, open panel roof signs, projecting signs, interior courtyard or plaza signs, temporary signs and supergraphic signs. Off-site advertising is permitted within the SUD on any type of permitted sign except that no off-site advertising is permitted on architectural ledge signs, awning signs, monument signs, pedestrian signs, or wall signs.

The Project Site is not located within a Historic Preservation Overlay Zone or Specific Plan area.

Proposed Zoning

The Project would rezone the property to [Q]C4-2D-SN for the northern lots and [Q]C4-2D for the southern lots. In addition, the Project proposes a lot line adjustment to shift the lot line between the new mixed-use building and the ECT Building approximately fifteen (15) feet to the east.

The proposed height of the Project is 90 feet on the western lots. The existing height of the ECT Building is approximately 47 feet. The height under the existing C4-2D zones and R4-2D zones, and the proposed C4-2D zone, is not limited and therefore, the Project would comply with the height requirements within these zones.

In addition, the Project would require an off-menu incentive, or alternatively, a project permit adjustment, for the location and size of the proposed wall sign. The Project would also require an off-menu incentive, or alternatively, an adjustment, to permit a reduction in west side yard setbacks and an off-menu incentive to permit a waiver of highway street dedication and improvement on Leland Way.

Lastly, the Project includes a density bonus to permit a 200-unit rental housing development, with 5% restricted to Very Low Income Households.

Thus, in recognition of the importance of land use planning to the City, and the necessity for the Project to demonstrate compliance with the regulatory framework, it is recommended that this issue be analyzed further in an EIR.

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

No Impact. As discussed in Checklist Question IV, Biological Resources, above, the Project Site is located on the highly urbanized Hollywood area and is already developed with the ECT Building, ancillary buildings, and a surface parking lot. The Project Site contains minimal ornamental landscaping. The Project Site is not located within a habitat conservation plan or natural community conservation plan. Therefore, the Project would not conflict with the provisions of any adopted applicable conservation plan. No further analysis of this topic in an EIR is recommended and no mitigation measures are 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). The Project Site is not classified by the City of Los Angeles as containing significant mineral deposits.[16] Furthermore, the Project Site is not designated as an existing mineral resource extraction area by the State of California or the U.S. Geological Survey.[17] Additionally, the Project Site is designated for Regional Center Commercial uses within the City of Los Angeles General Plan Framework and is not designated as a mineral extraction land use. Therefore, the chances of uncovering mineral resources during construction and grading would be minimal. Project implementation would not result in the loss of availability of a known mineral resource of value to the region and residents of the State, nor of a locally important mineral resource recovery site. No impacts to mineral resources would occur. Further analysis of Mineral Resources is not necessary, and no mitigation measures are required.

[16] *City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, January 19, 1995, Figure GS-1 – Areas Containing Significant Mineral Deposits in the City of Los Angeles.*

[17] *California Geological Survey/U.S. Geological Survey, 2008 Minerals Yearbook, California, July 2012; http://minerals.usgs.gov/minerals/pubs/state/2008/myb2-2008-ca.pdf. Accessed January 7, 2014.*

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, the operation of HVAC systems, vehicles in the parking garage, loading and unloading of trucks, small event gatherings within the Paseo, and resident and visitor activities on the Project Site. As such, nearby residential or other 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.

b. Exposure of persons 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 generate or to expose people to excessive groundborne vibration and noise levels during short-term construction activities. Therefore, it is recommended that this topic be analyzed further in an EIR.

Operation of the Project would not generate groundborne vibration or noise at levels beyond those which currently exist resulting from 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, resulting in a less than significant impact. Therefore, no further analysis of operational groundborne vibration or noise is recommended, 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 Checklist Question XII(a) above, operation of the Project may increase existing noise levels as a result of Project-related traffic, the operation of HVAC systems, loading and unloading of trucks, vehicles in the parking garage, small event gatherings within the Paseo, and resident and visitor activities at 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.

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

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

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

No Impact. As discussed in Checklist Question VIII(b) above, 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 7.5 miles north of the Project Site. Therefore, the Project would not expose site population in the Project vicinity to excessive noise levels from airport use. No further analysis of this topic in an EIR is recommended and no mitigation measures are 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 discussed in Checklist Question XII(e) above, the nearest airport is the Burbank Bob Hope Airport located approximately 7.5 miles north of the Project Site. As the Project is not within the vicinity of a private airstrip, it would not expose people residing or working in the area to excessive noise levels. As no impacts would occur, further analysis of this topic in an EIR is not recommended, and no mitigation measures are required.

XIII. POPULATION AND HOUSING

Would the project:

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

Potentially Significant Impact. The Project would not have indirect effects on growth through such mechanisms as the extension of roads and infrastructure. However, the Project would bring new residential units and employment opportunities to the area. Specifically, the Project would provide up to 200 new housing units and include up to 4,700 square feet of new ground-level commercial space that would provide new employment opportunities. Therefore, further analysis of this topic in an EIR is recommended to assess the consistency of the Project's direct and indirect population growth with available population projections.

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

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

No Impact (b-c). No dwelling units are currently located on the Project Site. Thus, the Project would not result in the demolition of existing housing units. The Project is an infill development and would replace an existing surface parking lot with a mixed-use building consisting of residential and commercial uses. Since no existing housing would be displaced, there would be no necessity for the construction of replacement housing elsewhere. As no impacts would occur, further analysis of this topic in an EIR is not recommended, and no mitigation measures are required.

XIV. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for 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. Because the Project would introduce a new mixed-use building and residents/employees to the Project Site, greater demand on LAFD fire protection and emergency medical services would be generated, and there is potential for impacts on emergency response times. Further, the Project Site is located adjacent to an area that is designated in the General Plan Safety Element, Exhibit D, as having a selected concentration of post-1946 high-rise buildings, which are considered to represent an increased fire hazard. Further evaluation is needed to determine the Project's potential to impact LAFD fire protection and emergency medical services and emergency response times in the Project area.

During Project construction, temporary lane closures for the curb lanes along Sunset Boulevard or Leland Way may be necessary for new utility connections, street work, and in special, limited circumstances, for offloading and mobile crane placement. Further evaluation is needed to determine the potential for, and significance of, any impacts temporary lane closures could have on emergency response times.

Therefore, it is recommended that potential impacts associated with fire protection and emergency medical services be analyzed further in an EIR.

b. Police protection?

Potentially Significant Impact. The Los Angeles Police Department ("LAPD") provides police protection services in the City of Los Angeles. Since the Project would introduce a new mixed-use building and residents/employees to the Project Site, greater demand on LAPD police protection services would be generated and there is potential for impacts on emergency response times. Further evaluation is needed to determine the Project's potential to have an impact on LAPD police protection services or police response times in the Project area.

During Project construction, temporary lane closures for the curb lanes along Sunset Boulevard or Leland Way may be necessary. Further evaluation is needed to determine the potential for impacts on police response times in the event temporary lane closures occur.

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

c. Schools?

Less Than Significant Impact. The Project Site is located within the jurisdiction of the Los Angeles Unified School District ("LAUSD"), and specifically within LAUSD Local District 4. The Project Site is within the attendance boundaries of Grant Elementary School, Le Conte Middle School, and Hollywood High School.

These schools are currently operating on a single-track calendar, whereby instruction generally begins in mid-August and continues through early June. Future projections by the LAUSD indicated that all of the schools serving the Project Site are expected to have adequate capacity in 2017-2018.[18]

LAUSD has established student generation rates for a variety of uses including residential development (multi-family) as well as other employment generating uses, e.g. retail, hotel, industrial and office uses. An estimate of the number of students that could be generated by the Project's residential and retail uses is provided in **Table B-1**, *Estimated Number of Students to be Generated by the Project*. As stated in Table B-1, the Project is estimated to generate 33 elementary school students, 9 middle school students, and 6 high school students for a total of 48 students.

Table B-1

Estimated Number of Students to be Generated by the Project

Land Use	Amount of Development	Units	Elementary School	Middle School	High School	Total
Residential[a]	200	units	33	9	6	48
Commercial[b]	4,700	sq.ft.	0	0	0	0
Total			**33**	**9**	**6**	**48**[c]

[a] *Student Generation Rates for Residential Uses are taken from the Draft School Facilities Needs Analysis 2012, LAUSD, September 2012. Based on the rate for Multi-family residential uses: Elementary = 0.1649; Middle School = 0.045; High School = 0.0303.*

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

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

Source: PCR Services Corporation, 2014.

Due to size limitations for families with children, the Project's large number of studio and one-bedroom units could generate few, if any, students.[19] As such, the Project's projected student generation is likely to be less than estimated in the above analysis. This estimate is also conservative in that it assumes that future Project residents with families would be new to the area and would not already have students attending the affected schools. Furthermore, it is likely that a portion of the Project's school-aged children would attend private schools, thus reducing attendance at LAUSD schools.

To the extent that on-site development increases demand at LAUSD schools serving the Project Site, State law, including Government Code Section 65995 and Education Code Section 17620, requires the payment of fees at a specified rate for the funding of improvements and expansion to school facilities. Such fees are paid at the issuance of building permits. In accordance with Senate Bill 50 (SB 50), enacted in 1998, the payment of this fee is deemed to provide full and complete mitigation for impacts to school facilities. With the payment of applicable school fees, any impacts to schools would be reduced to a less than significant level.

[18] *Correspondence from LAUSD Facilities Services Division, August 23, 2013.*

[19] *Of the Project's new 200 residential units, 175 units are either studio or one-bedroom units.*

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. **Table B-2**, *Existing Parks and Recreational Facilities Located in the Vicinity of the Project Site,* lists ten parks and recreational facilities located in the vicinity (approximately two miles) of the Project Site that would likely serve residents of the Project. Six of facilities are within a one-mile radius of the Project Site and are considered neighborhood parks. Two community parks and two regional parks are located within a two-mile radius of the Project Site. The Hollywood Community Plan area has a ratio of 0.41 acres of neighborhood and community parkland per 1,000 residents.[20] The existing ratio of neighborhood and community parks within the Hollywood Community Plan area is well below the standards proscribed by the General Plan and does not meet the City's short- and intermediate-range neighborhood and community parkland standards under the Public Recreation Plan (PRP) of one acre per 1,000 persons within a one-mile service radius for neighborhood parks, and one acre per 1,000 persons within a two-mile radius for community parks.

As discussed in Attachment A, *Project Description*, of this Initial Study, the Project would include a Paseo that would link Sunset Boulevard and Leland Way. This Paseo would include landscaping, paving treatments, and movable furniture that would support a pedestrian gathering areas. The Paseo would be open to the public during daylight hours and would occasionally host small event gatherings. In addition to the Paseo, there are several other private open space areas that foster outdoor activity. For residents, the Project would include a sky deck fronting Sunset Boulevard on the seventh floor. A pool terrace located at the podium level (third floor) would include a pool, spa area, and landscaping and seating. In addition to this outdoor open space area, the Project would also include a fitness center for residents.

Because the Project would introduce new residents to the Project Site that might visit nearby parks, greater demand on existing public recreational and park facilities and services would be generated. As discussed above, the Project would provide on-site open space areas, including publicly assessable landscaped areas for public visitors in the Project vicinity, as well as recreational facilities for site residents and visitors including such features as a gym and pool area. These facilities would reduce the Project's demand for use of existing public recreational and park facilities. Furthermore, it is anticipated that the Project would comply with Section 17.12 and Section 12.33 of the LAMC which implements the City's parkland dedication ordinance enacted under the Quimby Act, which provides a formula for satisfying park and recreational uses through land dedication and/or the payment of in-lieu fees. Nevertheless, potential residual impacts on park services in the area should be analyzed further in an EIR.

e. Other public facilities?

Potentially Significant Impact. The Los Angeles Public Library ("LAPL") provides library services to the City of Los Angeles. Three 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 mile from the Project Site), the Will and Ariel Durant Branch Library located at 7140 West Sunset Boulevard (approximately 1.2 miles from the Project Site), and the John C. Fremont Branch Library located at

[20] *Written correspondence from Michael A. Shull, Superintendent, LADRP. Request for Information Regarding Recreational and Park Services for the Proposed Palladium Residences Project in the City of Los Angeles, August 23, 2013.*

Table B-2

Existing Parks and Recreational Facilities Located in the Vicinity of the Project Site

Map No.[a]	Name and Address [b]	Distance From Project Site	Type of Park	Size	Amenities
1	De Longpre Park 1350 N. Cherokee Ave.	0.6 mile	Neighborhood	1.37 acres	Children's play area, benches, Rudolph Valentino Monument
2	Hollywood Recreation Center 1122 N. Cole Ave.	0.5 mile	Neighborhood	3.12 acres	Auditorium, lighted outdoor basketball courts, children's play area, community room (capacity of 12 people)
3	Las Palmas Senior Citizen Center 1820 N. Las Palmas Ave.	0.8 mile	Neighborhood	1.14 acres	Auditorium, community room (capacity of 20 people), shuffleboard court, stage
4	Lexington Avenue Pocket Park 5523 W. Lexington Ave.	0.9 mile	Neighborhood	0.17 acre	Children's play area, benches, picnic tables
5	Selma Park 6567 W. Selma Ave.	0.5 mile	Neighborhood	0.22 acre	Children's play area
6	Yucca Community Center 6671 W. Yucca Street	0.7 mile	Neighborhood	0.97 acre	Barbeque pits, lighted outdoor basketball courts, unlighted soccer field, children's play area, picnic tables
7	Barnsdall Art Park Recreation Center 4800 W. Hollywood Blvd.	1.7 miles	Community	14.59 acres	Barnsdall Art Center, Gallery Theatre, Hollyhock House, junior art center, municipal art gallery
8	Wattles Garden 1824 N. Curson Ave.	1.8 miles	Community	47.58 acres	Community garden, hiking trails, Japanese garden, mansion, stream/brook, tea house
9	Griffith Park 3900 E. Chevy Chase Dr.	1.2 miles	Regional	4,281.73 acres	Autry Museum of Western Heritage, Bird Sanctuary, Crystal Springs Picnic Area, Ferraro Soccer Fields (lighted), Friendship Auditorium, Ferndell Nature Center, Griffith Observatory, Griffith Park Miniature Train Rides, Griffith Park Drive Tennis Courts, Griffith-Riverside Pay Tennis Courts, Griffith-

Table B-2 (Continued)

Existing Parks and Recreational Facilities Located in the Vicinity of the Project Site

Map No.[a]	Name and Address [b]	Distance From Project Site	Type of Park	Size	Amenities
					Vermont Pay Tennis Courts, Greek Theatre, Harding Golf Course/ Clubhouse, Los Angeles Live Steamers, Los Feliz Golf Course, Merry-Go-Round, Mineral Wells Picnic Area, Old Zoo Picnic Area, Park Center Picnic Area, Pecan Grove Picnic Area, Pony Rides, Rangers Station Headquarters, Roosevelt Golf Course, Shane's Inspiration, Travel Town Museum, Wilson Golf Course, Los Angeles Zoo and Botanical Gardens
10	Runyon Canyon 2000 N. Fuller Ave.	1.5 miles	Regional	136.76 acres	Children's play area, hiking trail, off-leash dog area.

[a] *Corresponds with Figure 4.K.5-1.*
[b] *These facilities were identified by the LADRP as directly serving the Project Site.*

Source: Written correspondence from LADRP, August 23, 2013. PCR Services Corporation, October 2014.

6121 Melrose Avenue (approximately 1.6 miles from the Project Site). Because the Project would introduce new residents to the Project Site, greater demand on LAPL library services would be generated. Therefore, it is recommended that potential impacts associated with library services be analyzed further in an EIR.

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 Checklist Question 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. Therefore, it is recommended that this issue be analyzed further in an EIR.

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

Potentially Significant Impact. The Project would provide open space and recreational amenities including such features as ground-level Paseo, private balconies, landscaped areas, a club house/lounge area/fitness center area, a pool, and a sky deck. However, as indicated in Checklist Question XV(a), above, the Project would introduce new population to the Project Site, which could generate a greater demand on existing public recreational and park facilities and services. Therefore, it is recommended that this issue be analyzed further in an EIR.

XVI. TRANSPORTATION AND CIRCULATION

Would the project:

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

Potentially Significant Impact The Project proposes to construct 200 residential units and 4,700 square feet of commercial space. These uses would add traffic to local and regional transportation systems. As such, operation of the Project could adversely affect the existing capacity of the street system or exceed an established 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's increase in traffic would have the potential to result in a significant traffic impact, it is recommended that this topic, including parking provisions, be analyzed further in an EIR.

Parking for the proposed residential and commercial uses would be provided on-site in a subterranean and above-grade parking structure in accordance with LAMC requirements. Specifically, parking for the Project would be located in a four-level parking structure that would include two levels of subterranean parking, an at-grade parking level, and one level of above-grade parking. A total of 316 parking spaces would be provided (236 residential spaces, 10 commercial spaces, and 70 spaces designated as parking for the existing Earl Carroll Theater). In addition, 246 bicycle parking spaces would also be provided. Because parking supply is a topic of concern in the Project vicinity, further evaluation of this topic in an EIR is recommended to demonstrate adequate parking and the potential for any impacts with respect to parking capacity and adequacy.

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 congestion management program ("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. As such, it is recommended that this topic be analyzed further in an EIR.

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

No Impact. As discussed in Checklist Question VIII(e), the nearest airport is the Burbank Bob Hope Airport, which is located approximately 7.5 miles to the 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. As no impact would occur, further analysis of this topic is not necessary, and no mitigation measures are required.

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

Less Than Significant Impact. The Project does not include any modifications to the street system. There are no existing hazardous design features such as sharp curves or dangerous intersections on-site or within the project vicinity. Sunset Boulevard is a straight thoroughfare in the Project vicinity, designed pursuant to City standards. Curbs and gutters along Sunset Boulevard would be maintained, with the exception of the existing on-site driveway along Sunset Boulevard, which would be removed. The Project would not include any dangerous design features, including sharp curves or dangerous intersections, on-site or off-site. In addition, the Project would not result in incompatible uses as the site is located within a mixed use, urban area. Therefore, the Project would result in a less than significant impact and further analysis of this topic in an EIR is not recommended. No mitigation measures are required.

e. Result in inadequate emergency access?

Potentially Significant Impact. Immediate vehicular access to the Project Site is provided via Sunset Boulevard to the north and Leland Way to the south. 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 shift primary access to the Site to Leland Way. This shift could generate traffic in the Project vicinity that could result in some modifications to access from the streets that surround the Project Site. As such, it is recommended that this topic be analyzed further in an EIR.

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

Potentially Significant Impact. The Project Site is located in an area well served by public transportation. The Project Site is also located within a highly pedestrian-oriented area. In addition, the Project Site is

located adjacent to a designated Future Bicycle Lane and adjacent to designated Future Bike Friendly Streets in the City's General Plan.[21] Although the Project Site is well served by public transportation, and is not expected to interfere with or degrade the performance or safety of public transit, bicycle, or pedestrian facilities, it is recommended that the Project's potential for impacts during construction and its consistency with policies, plans, and programs supporting alternative transportation be analyzed further in an EIR.

XVII. UTILITIES AND SERVICE SYSTEMS

Would the project:

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

Less Than Significant Impact. The City of Los Angeles Department of Public Works ("LADPW") provides wastewater services for the Project Site. Any wastewater that would be generated by the site 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 treatment capacity available.[22,23]

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

The Project's new residential units and commercial floor area would generate additional wastewater that would require treatment. The Engineering Report found that the Project would increase on-site wastewater generation 26,460 gallons per day ("gpd"), or 0.0026 mgd.[24] This increase represents only 0.02 percent of

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[21] *Bicycle Plan, Chapter 9 of the Transportation Element of the General Plan, Adopted March 1, 2011.*

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

[23] *City of Los Angeles Bureau of Sanitation, Wastewater: Facts & Figures. Available at: http://www.lacitysan.org/wastewater/factsfigures.ht. Accessed January 17, 2014.*

[24] *Kpff Consulting Engineers, Essex Hollywood Project: Civil Engineering Initial Study Data. April 2014.*

the total remaining treatment capacity at the HTP. Given the amount of wastewater generated by the Project and the existing wastewater treatment capacity at the HTP, adequate wastewater capacity would be available to serve the Project.

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

b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

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

With regard to local wastewater conveyance infrastructure, the Engineering Report identified three existing sanitary sewer lines that would serve the Project; an existing 16" public sewer main in Sunset Boulevard, as well as two 10" sewer mains and one 30" sewer main in Leland Way. The sanitary sewer connections from the Project are anticipated to be split, with half connecting to the 16" sewer main in Sunset Boulevard and half connecting to the two 8" sewer mains in Leland Way. The BOS approved a Sewer Capacity Availability Request ("SCAR") for the Project on April 15, 2014, indicating that the BOS concurred with the Project's projected net increase in wastewater generation and concluding that there is adequate hydraulic capacity in the sewer system serving the Project Site to accommodate Project flows. As a result, the Project would result in a less than significant impact with respect to wastewater conveyance.

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

As concluded in the Engineering Report, the Project would increase on-site water demand by 26,460 gpd. The LADWP's LAAFTP has an excess capacity of at least 50 mgd. Thus, the Project would constitute 0.04 percent of the LADWP's Western Water Service Area's remaining capacity. As such, the Project would result in a negligible reduction of this facility's capacity. It is important to note that the Project's water demand is conservative in that it does not take into account City-required water conservation features. Specifically, the Project would comply with state and local mandatory water conservation measures that,

relative to the City's increase in population, have substantially reduced the rate of water demand in recent years. As a result, the Project would result in a less than significant impact with regard to water treatment facilities.

With regard to water conveyance infrastructure, the Engineering Report identified an existing 10" water main located in Sunset Boulevard that would serve the Project. The Project would connect two 6" laterals to this 10" water main; one for domestic service and another for fire suppression ("fire flow"). Based on the number and size of plumbing fixtures proposed under the Project, a domestic water flow requirement of 700 gpm would be necessary to adequately serve the Project. With regard to fire flows, a flow of 1,400 gpm would be required to adequately serve the Project. The Engineering Report concluded that the two proposed 6" laterals would be adequate to meet these demands. The LADWP concurred with these findings with the approval of the Project's Water Service Availability Report ("SAR"), on April 15, 2014. The SAR concludes that there is adequate water pressure in the 10" line in Sunset Boulevard to accommodate the Project's required domestic and fire flow requirements. As a result, the Project would result in a less than significant impact with regard to water conveyance infrastructure. Based on the above, the Project would have a less than significant impact with respect to water treatment facilities and infrastructure. No further analysis of this topic in an EIR is recommended.

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

Less Than Significant Impact. As discussed in Checklist Question IX(e) above, the Project Site is 99 percent covered with impervious surface. There are no known current deficiencies in the local stormwater system. As also noted, the inclusion of approved filtration planter boxes and landscape planters would effectively decrease the on-site impervious surface area from 99 percent to 87 percent. This reduction equates to a corresponding decrease in stormwater runoff during a 50-Year storm event, from 4.18 cfs to 4.14 cfs. Currently, the entire Project Site drains to the flow line of Leland Way. Under the Project, drainage would also occur to Sunset Boulevard. Thus, although the Project would decrease overall flows, flows to Sunset Boulevard would increase when compared to existing conditions. As the storm drain system in Leland Way can adequately handle existing flows, the Project decreased flows would increase capacity of the storm drain system in Leland Way. Final plan check by the BOS would ensure that adequate capacity is available in the storm drain system prior to Project approval. The applicant would be responsible for providing the necessary storm drain infrastructure to serve the Project Site, as well as any extensions to the existing system in the area. Therefore, a less than significant impact would result. No additional mitigation measures are required and no further analysis of this topic in an EIR is recommended.

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

Less Than Significant Impact. The LADWP is responsible for providing water service to the Project Site. The City's water supply comes from the Los Angeles Aqueduct, water purchased from MWD (obtained from the California Aqueduct and the Colorado River Aqueduct), and local groundwater sources. Pursuant to the Urban Water Management Planning Act, LADWP most recently prepared its urban water management plan ("UWMP") in 2010.

LADWP's 2010 UWMP provides water demand projections in five-year increments through 2035, which are based on regional demographic data provided by SCAG, as well as billing data for each major customer class,

weather, and conservation. **Table B-3**, *Water Demand Forecast Through 2035,* shows the projected water demand for the City of Los Angeles through 2035. As shown in Table B-3, the City's water demand is projected to reach 641,622 acre-feet per year ("AFY") by 2035, which is an increase of 88,962 afy, or 16 percent, from the 2012 consumption of 552,660 AFY.

Table B-3

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

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

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

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

The respective increase in water demand from the Project of 26,460 gpd (29.6 AFY) reflects approximately 0.03 percent of the City's total increase in water demand through 2035. The Project would fall within the available and projected water supplies of LADWP's 2010 UWMP. This is especially the case since growth on the Project Site up to the maximum development permitted under the General Plan land use designation has been incorporated into the 2010 UWMP. As a result, the Project is within the capacity of the LADWP to serve the Project as well as existing and planned future water demands of its service area.

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

Additionally, the Project would be designed and constructed in accordance with Title 24 building code regulations to reduce water consumption. Therefore, for the reasons listed above, the Project would have a less than significant impact with respect to water entitlements and supply. No mitigation measures would be required and no further evaluation of this topic in an EIR is recommended.

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

Less Than Significant Impact. As indicated in Checklist Question XVII(a), the Project would not exceed the treatment capacity of the HTP. Specifically, the Project's projected wastewater generation represents a negligible percentage (0.02 percent) of the remaining available capacity at the HTP. Further, as discussed in Checklist Question XVII(b) above, the BOS approved a SCAR on April 15, 2014 concluding that there is adequate hydraulic capacity in the sewer conveyance system to accommodate the Project's net increase in wastewater flows. Therefore, the Project would have a less than significant impact with respect to wastewater treatment capacity. No mitigation measures would be required and no further analysis of this topic in an EIR is recommended.

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

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

The remaining disposal capacity for the County's Class III landfills is estimated at approximately 129.2 million tons as of December 31, 2012.[25] **Table B-4**, *In-County Solid Waste Facilities Serving City of Los Angeles*, details the City's solid waste generation in comparison to the available capacity of in-County solid waste disposal facilities. In addition to in-County landfills, out-of-County disposal facilities are also available to the City. Aggressive waste reduction and diversion programs on a Countywide level have helped reduce disposal levels at the County's landfills, and based on the Los Angeles County Integrated Waste Management Plan ("CoIWMP"), the County anticipates that future Class III disposal needs can be adequately met through 2027 through a combination of landfill expansion, waste diversion at the source, out-of-County landfills, and other practices.

Construction Impacts

Project construction would require earthwork (grading and excavation) and the new construction of a mixed-use building on the Project Site. Each of these activities would generate demolition waste including but not limited to soil, asphalt, wood, paper, glass, plastic, and metals. As shown in **Table B-5**, *Project Construction Debris*, construction of the proposed mixed-use building would generate an estimated 379.8 tons of debris. As discussed in Attachment A, Project Description, of this Initial Study, excavation of the Project Site would generate an estimated 44,200 cubic yards of soil export.

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

Table B-4

In-County Solid Waste Facilities Serving City of Los Angeles

Facility	Remaining Capacity (tons)	Daily Permitted Intake (tons)	City of Los Angeles Disposal (tons per day[a])
In County Class III Landfills			
Antelope Valley	16,913,937	1,800	298.85
Calabasas	5,514,921	3,500	347.63
Chiquita Canyon	3,972,886	6,000	1,626.15
Lancaster	12,273,633	3,000	260.00
Puente Hills	6,096,969	13,200	1,236.92
Sunshine Canyon	74,367,562	12,100	4,405.58
Subtotal	*119,239,908*	*39,600*	*8,175.13*
In County Inert Landfills			
Azusa Land Reclamation	64,125,859	6,500	0.58
Subtotal	64,125,859	*6,500*	*0.58*
In County Waste-to-Energy Landfills			
Commerce Refuse To Energy	N/A	1,000	10.77
Southeast Resource Recovery Facility	N/A	2,240	110.77
Subtotal		*3,240*	*121.54*
Total Capacity/ Disposal	**183,365,767**	**49,340**	**8,297.25**
Total Transformed	**N/A**	**3,240**	**112.80**

[a] *Assumes solid waste collection occurs 6 days per week, or 312 days per year.*

Source: Los Angeles County Countywide Integrated Waste Management Plan 2012 Annual Report, August 201; PCR Services Corporation, 2014.

Construction materials are disposed of at one of the unclassified inert landfills available to the City of Los Angeles, typically the Azusa Land Reclamation Facility, which has an estimated remaining capacity of approximately 64.1 million tons. As a result, project excavation and construction would account for only a small percentage (less than 0.01 percent) of the Azusa Land Reclamation Facility, and construction waste would not exceed the existing capacity of this facility. In addition, the estimate of construction and demolition debris is conservative in that it does not take into account recycling efforts that would occur in accordance with City regulations. These regulations require the applicant to contract with a waste disposal company that recycles construction and/or demolition debris, as well as to provide temporary waste separation bins during project construction. On March 5, 2010, the City Council approved the Construction and Demolition Waste Recycling Ordinance, which requires all mixed construction and demolition was generated within City limits be taken to City-certified construction and demolition waste processors. This recycling policy is effective January 1, 2011. Data is not yet available on the effectiveness of this ordinance.[26] However, assuming Project construction achieves a minimum 50 percent diversion rate as required by

[26] *City of Los Angeles, Department of Public Works, Solid Resources, Recycling Statistics. Available at: http://www.lacitysan.org/solid_resources/recycling/c&d.htm. Accessed January 13, 2014.*

Table B-5

Project Construction Debris

Land Use	Size	Generation Rate (lbs/sf)	Total Solid Waste Generation (lbs)	Total Solid Waste Generation (tons)
Apartment	162,058 sf	4.39 lbs per sf	711,434 lbs	355.7 tons
Commercial	4,700 sf	4.34 lbs per sf	20,398 lbs	9.8 tons
Leasing/Amenities	6,395 sf	4.34 lbs per sf	27,754 lbs	13.9 tons
Total Solid Waste Generated During Project Demolition			**759,586 lbs**	**379.8 tons**
Total Solid Waste With Diversion Efforts (50 percent)			**379,793 lbs**	**189.9 tons**
Soil Export (cubic yards)				**44,200 cy**

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

Assembly Bill 939 through the implementation of the below measures, construction debris would be reduced to a total of approximately 189.9 tons. This constitutes a fraction of the remaining capacity of the Azusa Land Reclamation Facility. Thus, the less than significant impacts resulting from Project construction without the implementation of mitigation measures would be further reduced with the implementation of these measures in accordance with applicable City regulations. No further evaluation of this topic in an EIR is recommended.

Operational Impacts

Estimated solid waste generation for the Project is shown in **Table B-6,** *Estimated Operational Solid Waste Generation*. It is estimated that the total waste generation for the Project would be approximately 456.53 tons per year, or 1.25 tons per day. The annual amount of solid waste generated by the Project Site would represent a negligible amount (0.02 percent) of the daily solid waste disposed of by the City (8,175.13 tons). It is important to note that this estimate is conservative, in that the amount of solid waste that would need to be landfilled would likely be less than this forecast based on successful City implementation of AB 939 and the City's objective to achieve a 70 percent diversion goal by 2020 and eventually to a zero waste scenario by 2025 as envisioned in the Los Angeles Solid Waste Integrated Resources Plan. Recycling efforts in the City of Los Angeles in accordance with AB 939 achieved a solid waste diversion rate of 76.4 percent in 2012, the most recent year data is available.[27] Assuming the Project achieves a similar diversion rate, the amount of Project solid waste that would need to be landfilled would be reduced to an estimated 107.7 tons annually, or 0.3 tons per day. Therefore, a less than significant impact associated with operational solid waste would occur.

As described in the CoIWMP 2012 Annual Report, future disposal needs for the 15-year planning horizon (2027) would be adequately met through the use of in-County and out-of-County facilities. It should also be noted that with annual reviews of demand and capacity in each subsequent Annual Report, the 15-year

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

Table B-6

Estimated Operational Solid Waste Generation

Land Use	Unit[a] (sq. ft.)	Factor[a]	Waste Generation (lbs/day)	Waste Generation (tons/year)
Proposed Use				
Residential	200 units	12.23 lbs / unit	2,446	446.40
Commercial	4,700 sf	5 lbs/1,000 sq. ft./day	24	4.29
Leasing/Amenities	6,395 sf	5 lbs/1,000 sq. ft./day	32	5.84
Total			**2,502**	**456.53**

[a] *Generation factors provided by the CalRecycle website: Estimated Solid Waste Generation Rates. http://www.calrecycle.ca.gov/WasteChar/WasteGenRates/default.htm. Accessed April 18, 2013.*

Source: PCR Services Corporation, 2014

planning horizon is extended by one year, thereby providing sufficient lead time for the County to address any future shortfalls in landfill capacity.

Based on the above, Project-generated waste would not exacerbate the estimated landfill capacity requirements addressed for the 15-year planning period ending in 2027, or alter the ability of the County to address landfill needs via existing capacity and other options for increasing capacity. Therefore, impacts on solid waste disposal from Project operations would be less than significant.

In summary, the County's inert and Class III landfills would have adequate capacity to accommodate Project-generated construction and demolition waste during Project construction and Class III solid waste generation during Project operations. Thus, construction and operation impacts relative to solid waste would be less than significant.

g. Comply with federal, state, and local statutes and regulations related to solid waste?

Less Than Significant Impact. Solid waste management in the State is primarily guided by the California Integrated Waste Management Act of 1989 (AB 939) which emphasizes resource conservation through reduction, recycling, and reuse of solid waste. AB939 establishes an integrated waste management hierarchy consisting of (in order of priority): (1) source reduction, (2) recycling and composting, and (3) environmentally safe transformation and land disposal. Additionally, the City is currently implementing its "Zero-Waste-to-Landfill" goal to achieve zero waste to landfills by 2025 to enhance the Solid Waste Integrated Resources Planning Process. Recycling efforts in the City of Los Angeles in accordance with AB 939 achieved a solid waste diversion rate of 76.4 percent in 2012, the most recent year data is available.

The Project would be consistent with the applicable regulations associated with solid waste. Specifically, the Project would provide adequate storage areas in accordance with the City of Los Angeles Space Allocation Ordinance (Ordinance No. 171,687), which requires that developments include a recycling area or room of

specified size on the Project Site.[28] Further, the Project would comply with the City's Construction and Demolition Waste Recycling Ordinance. The Project would also promote compliance with AB 939 and City waste diversion goals by providing clearly marked, source sorted receptacles to facilitate recycling. Since the Project would comply with federal, State, and local statutes and regulations related to solid waste, a less than significant impact would occur and no mitigation measures would be required. No further analysis of this topic in an EIR is recommended.

h. Other Utilities and Service Systems?

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

LADWP's Power System served approximately 4.1 million people in 2011 in the City and areas of the Owens Valley and is the nation's largest municipal electric utility. LADWP has a net dependable generation capacity greater than 7,125 megawatts ("MW").[29] LADWP is fully resourced to meet peak demand but maintains transmission and wholesale marketing operations to keep production costs low and increase system reliability.

The LADWP December 2012 forecast, as presented in the 2012 IRP, indicates a 2017-2018 fiscal year demand for approximately 23,300 gigawatt hours ("GWh") per year.[30] The Project's estimated energy consumption is shown in **Table B-7**, *Estimated Electricity Use*. The estimates are based on generation factors provided in the 2011 SCAQMD California Emissions Estimator Model. As indicated in Table B-7, the annual consumption of electricity would be 1,181 MWh. The Project's energy consumption would be approximately 0.01 percent that of the estimated 2017-2018 demand of 23,300 GWh per year. This amount is negligible, and is within the anticipated service capabilities of LADWP.

Natural gas is provided to the Project Site by the Southern California Gas Company (SoCal Gas). According to the 2012 California Gas Report, California natural gas demand is expected to decrease at a modest rate of 0.25 percent per year from 2012 to 2030 for residential, commercial, electric generation, and industrial markets. This is due to increased energy efficiency programs, increasing reliance on renewable electric generation (e.g. solar and wind) as well as declining industrial demands as California continues its transition from a manufacturing-based to a service-based economy.[31] Over the past five years, California natural gas utilities including SoCal Gas, interstate pipelines and in-state natural gas storage facilities have increased their delivery and receipt capacity to meet natural gas growth. SoCal Gas is supported in its planning effort

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

[29] *City of Los Angeles Department of Water and Power, 2012 Integrated Resources Plan, December 2012.*

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

[31] *2012 California Gas Report, Prepared by the California Gas and Electric Utilities. July 2012.*

Table B-7

Estimated Electricity Use

Land Use	Floor Area (sq. ft.)	Consumption Factor (MWHR/unit/yr)[a]	Annual Electricity Consumption (MWh)
Residential Uses	200 units	4.36	872
Commercial[b]	4,700 sf	0.047	220
Indoor Amenities	3,361 sf	0.012	40
Lobby/Leasing Office	3,278 sf	0.015	49
Total			**1,181**

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

[b] *This analysis conservatively assumes all commercial space would be occupied by restaurant uses, which have a higher consumption factor than retail uses.*

Source: PCR Services Corporation, 2014

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

The 2012 California Gas Report indicates that, with only minor variations from year to year, SoCal Gas is projected to provide approximately 975 billion cubic feet (cf) per year of natural gas over the next 20-year planning horizon. The report also indicates that SoCal Gas has a substantially higher capacity available.[32]

The Project's estimated use of natural gas is shown in **Table B-8**, *Estimated Natural Gas Use*. This estimate is based on generation factors provided in the 2011 SCAQMD California Emissions Estimator Model. As indicated therein, the Project would generate a demand for 4,501 thousand cubic feet ("kcf") per year, which represents less than 0.01 percent of the estimated annual demand of 975 bcf/year. This amount is negligible and is within the anticipated service capabilities of SoCal Gas.

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

[32] *2012 California Gas Report, prepared by the California Gas and Electric Utilities. July 2012; page 66 and Appendix Table at pages 102–107.*

Table B-8

Estimated Natural Gas Use

Land Use	Units	Daily Natural Gas Consumption (kBtu /unit/yr)[a]	Annual Natural Gas Consumption (kBtu)	Annual Natural Gas Consumption (kcf)[b]
Residential Units	200 units	17,220.16	3,444,032	3,422
Commercial[c]	4,700 sf	233.01	1,095,147	1,063
Indoor Amenities	3,361 sf	18.81	63,220	61
Lobby/Leasing Office	3,278 sf	10.93	35,829	35
Total				**4,501**

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

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

[c] *This analysis conservatively assumes all commercial space would be occupied by restaurant uses, which have a higher consumption factor than retail uses.*

Source: PCR Services Corporation, 2014.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number 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 previously in Checklist Question IV, the Project would not substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal.

As discussed within this Initial Study, the Project could result in environmental impacts that have the potential to degrade the quality of environment as addressed herein. Potentially affected resources include Aesthetics (Aesthetics, Views, Light and Glare, and Shade and Shadow), Air Quality, Cultural Resources (Historical, Archaeological, and Paleontological Resources), Geology and Soils, Greenhouse Gases, Hazards and Hazardous Materials, Land Use and Planning, Noise, Population and Housing, Public Services (Fire, Police, Parks, Other Government Facilities), Recreation, and Transportation/Circulation (Traffic, Access, and Parking). An EIR will be prepared to analyze and document these potentially significant impacts.

b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable

when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

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

Each of the topics determined to have the potential for significant impacts within this Initial Study, will be subject to further evaluation in an EIR, including evaluation of the potential for cumulatively significant impacts. Topics for which Initial Study determinations were "No Impact" or "Less Than Significant Impact" have been determined not to have the potential for significant cumulative impacts, as discussed below.

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

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

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

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

Potentially Significant Impact. As discussed throughout this Initial Study, the Project could result in potentially significant environmental impacts associated with Aesthetics (Aesthetics, Views, Light and Glare, and Shade and Shadow), Air Quality, Cultural Resources (Historical, Archaeological, and Paleontological Resources), Geology and Soils, Greenhouse Gases, Hazards and Hazardous Materials, Land Use and Planning, Noise, Population and Housing, Public Services (Fire, Police, Parks, Other Government Facilities), Recreation, and Transportation/Circulation (Traffic, Access, and Parking). These impacts could have potentially adverse effects on human beings, and further analysis of these impacts is recommended in an EIR.

Appendix A: Technical Memorandum Regarding Surface Hydrology, Water Supply, Wastewater, and Groundwater

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DATE: April 22, 2014

TO: PCR

CC: Danny Ross, Essex Property

FROM: Dan Krief P.E., KPFF Consulting Engineers

SUBJECT: Essex Hollywood Project: Civil Engineering Initial Study Data

This memo summarizes the civil related technical studies needed to evaluate the Essex Hollywood project's impacts relating to surface hydrology, water supply, wastewater, and groundwater.

General

Existing Conditions

The Project Site is currently developed as an existing on grade parking lot with temporary buildings (i.e. storage containers, canopy, guard shack, and trailer), and is adjacent to the existing historical Nickelodeon Theatre Building on Sunset Boulevard in Hollywood. The property is currently owned by Essex Property Trust, Inc. The site has a total area of approximately 90,112 Square Feet, with the existing historical building and existing area surrounding the building that will remain protect in place, being roughly 38,280 Square Feet.

Proposed Conditions

The project site will be developed as a mixed-use 7-story 200 unit apartment complex with retail at ground level, as well as two levels of subterranean parking below grade. The existing Nickelodeon theater will remain as protected in place.

Excavation Depths and Earthwork Volumes

The estimated depths of excavation expected for the subterranean parking and building foundations depths is approximately 21.5 feet below the finished surface on Sunset Blvd and Leland Way. . The parking structure footprint is approximately 54,000 sq ft.

The earthwork volume for the project was determined using a civil 3D suite for AutoCAD. The net earthwork export (cut) from the site will be approximately 44,200 cubic yards.

Surface Hydrology

Existing Hydrology

Surface hydrology is regulated by the City of Los Angeles. City requirements include compliance with the State of California General Permit for storm water discharges during construction for projects with over one acre of land disturbance, and post-construction compliance with the Los Angeles County Department of Public Works (LACDPW) Hydrology Manual and the City of Los Angeles Low Impact Development (LID) Ordinance.

Existing storm water runoff from the project site is conveyed by sheet flow to the flowline of Leland Way.. The existing site is generally flat with a 2 percent slope, draining mainly from north to south across the existing asphalt paved parking lot with temporary buildings, and an existing Nickelodeon theater adjacent to the parking lot. There are two small planters along the front of the property on the Sunset Boulevard side, with the rest of the property consisting of hardscape, such that approximately 99 percent of the existing site is impervious. The site is located within Federal Emergency Management Agency (FEMA) Flood Zone X, which denotes an area where the potential for flooding is minimal. There are no surface water bodies in the project vicinity.

The LACDPW Hydrology Manual requires that a storm drain conveyance system be designed for a 25-year storm event and that the combined capacity of a storm drain and street flow system accommodate flow from a 50-year storm event. The existing site, where the proposed development will occur, has a 50-year storm flow of approximately 4.18 cfs.

Proposed Hydrology

Storm water runoff from the Project site will be conveyed by new onsite storm drain pipes and curb drains into the Sunset Blvd and Leland Way flowline. The site will utilize Los Angeles City approved filtration planter boxes and on-grade planting on the ground level and podium (second floor) level to capture runoff from the proposed building roof area, and walkway between the existing Nickelodeon theater and the proposed building to reduce the flow rate and volume of runoff from the site. The development of the project will decrease the existing impervious area from 99 percent to roughly 87 percent of impervious area, decreasing the overall runoff from the site to the public storm drain system. The proposed site will have a 50-year storm flow of approximately 4.14 cfs, and will be reduced more due to the proposed filtration planter boxes. This flow accounts for the proposed development of the site, which is approximately 57,500 square feet (1.32 acres) of the total site.

Existing Water Quality Management

Storm water runoff from the project site is conveyed by underground storm drain piping and curb drains into the City of LA drainage facilities along Sunset Boulevard. The existing site is generally flat with a 2 percent slope across the existing asphalt paved parking lot with temporary buildings, and an existing Nickelodeon theater adjacent to the parking lot. There are two small

planters along the front of the property on the Sunset Boulevard side, with the rest of the property consisting of hardscape, such that approximately 99 percent of the existing site is impervious. There is an existing catch basin near the northeast corner of the site adjacent to the Nickelodeon building, that collects some runoff from the parking lot and discharges it to the public storm drain system. In compliance with LID requirements, the proposed project will implement new BMPs which are anticipated to improve the quality of post-construction storm water discharge from the site.

Proposed Water Quality Management - Construction

Post construction Best Management Practices (BMPs) will be implemented to control pollutants associated with storm water runoff in compliance with City of Los Angeles Watershed Protection Division LID Standards. Compliance with City storm water mitigation requirements and the addition of landscaping should reduce the quantity and improve the quality of storm water runoff generated on the Project site.

The filtration planter boxes will be used to naturally filter the runoff prior to discharging at the curb face or through private underground storm drain pipes.

Within the State of California, the National Pollutant Discharge Elimination System (NPDES) requirements mandate that storm water Best Management Practices (BMPs) be implemented during Project construction including Storm Water Pollution Prevention Plan (SWPPP). The requirements are enforced through the City's plan review and approval process. Plans and specifications are reviewed to ensure that the appropriate BMPs are incorporated to address storm water pollution prevention goals.

The Project SWPPP will identify potential pollutant sources that may affect the quality of discharge associated with construction activity, identify non-storm water discharges, and recommend to effectively prohibit the entry of pollutants into the public storm drain system during construction.

Proposed Water Quality Management-Project Implementation

The City's Watershed Protection Division has adopted LID standards as issued by the Los Angeles Regional Water Quality Control Board (LARWQCB) and amended by the City of Los Angeles Department of Public Works.

LID (Low Impact Development) is a storm water management strategy with goals to mitigate the impacts of increased runoff and storm water pollution as close to its source as possible.

Based on a Geotechnical Engineering Investigation for the project site, we understand that the project site is not suitable for the use of infiltration as a storm water BMP due to the proposed subterranean parking structure beneath the proposed developed site. Storm water capture and re-use is also infeasible due to the irrigation demand being much lower than the peak mitigated

flow. Therefore, the use of high-efficiency bio-filtration planters and bio-retention systems shall be used to filter storm water runoff from the impervious surfaces prior to at the curb face or through private underground storm drain piping. There is approximately 4,900 square feet of proposed planting on site on both the ground level and podium level, that can be used for LID.

Water Supply

There is an existing 10" DWP water main that is located in Sunset Boulevard, as well as an existing water meter located in the public right of way on Sunset Boulevard, provided by a survey taken on June 4th, 2013 by Cal Vada Surveying, Inc. There are three existing fire hydrants that could serve the property, and are all within 120 feet of the property. There is one located along the property frontage on Sunset Boulevard, one at the corner of Argyle Avenue and Sunset Boulevard on the northwest corner. The other fire hydrant is located across the street from the property on Leland Avenue.

Per California Senate Bill (SB) 610, any new development consists of 1) a shopping center or business establishment that will employ more than 1,000 persons or have more than 500,000 square feet of floor space, 2) a commercial office building that will employ more than 1,000 persons or have more than 250,000 square feet of space, or 3) any mixed-use project that would demand an amount of water equal to or greater than the amount of water needed to serve a 500 dwelling unit, requires LADWP (Los Angeles Department of Water and Power) to conduct a water supply assessment.

Because the proposed development does not meet the above thresholds, the Essex Hollywood Mixed-Use project does not require a water supply assessment by LADWP.

It should be noted that LADWP follows the similar method as LABOE when determining the anticipated annual water consumptions, and therefore the anticipated water demand for the Essex Hollywood Mixed-Use project is approximately 26,460 gallons per day (See Wastewater section for breakdown of usage).

Water Service Availability Request (SAR)

Water service to the Project Site is provided by LADWP and the proposed service is anticipated to be off of the 10" main in Sunset Boulevard.

LADWP's service availability request (SAR), also known as water pressure-flow report, is used to determine the available water pressure within the public water infrastructure in and around the project site. Based on an estimate of proposed water and fire suppression service connection size and flows provided by the project plumbing engineer proposed fire service connection for the project will be 6” capable of delivering a maximum flow of 1400 gpm and the proposed domestic water connection for the project will be 6” capable of delivering a maximum flow of 700 gpm. Based on the plumbing engineer’s calculations, the project will have a fire service flow requirement of 1000 gpm, and a domestic service flow requirement of 650 gpm. KPFF used the connection size and demand information to submit an SAR to LADWP, and has been approved by LADWP on December 16, 2013 (see attachment).

Wastewater

There is an existing 16" public sewer main that runs west to east on Sunset Boulevard, as well as (2) 10" sewer mains and (1) 30" sewer main that run in Leland Way. This information was obtained from the topographic utility survey taken on June 4th, 2013 by Cal Vada Surveying, Inc and confirmed from LA City utility plans. The existing wastewater generation for the project is assumed to be minimal, as the existing site is currently developed as an existing parking lot with temporary buildings. The sanitary sewer connections from the proposed project site are anticipated to be split, with half connecting at Sunset Boulevard to the 16" sewer main and half connecting at Leland Way to the (2) 8" sewer mains.

Using LABOE's (Los Angeles Bureau of Engineering) anticipated sewer generation rate, the anticipated sewer generation and demand for the proposed development is calculated to be roughly 26,460 gallons per day.

FACILITY DESCRIPTION	BUILDING PROGRAM	SGF[a] IN GPD	GPD
Retail Space / Restaurant	188 seats	30/seat	5,640
Residential Apartment - Bachelor	68	75	5,100
Residential Apartment - 1 Bedroom	107	110	11,770
Residential Apartment - 2 Bedrooms	20	150	3,000
Residential Apartment - 3 Bedrooms	5	190	950
TOTAL			**26,460**
a. Sewer Generation Factor per the Department Public Works, Bureau of Engineering (BOE)			

Bureau of Sanitation's (BOS) sewer capacity availability request is used to determine whether the existing sewer infrastructure in and around the project site has sufficient capacity to handle the anticipated sewer demand. KPFF re-submitted a new sewer capacity availability request (SCAR), with the revised numbers, to the Bureau of Sanitation on March 27, 2014. The new SCAR was approved by the Bureau of Sanitation on April 14, 2014. (see attachment).

Groundwater

Existing Groundwater

The existing groundwater for the Project Site was found using boring logs performed by GeoSoils Consultants, Inc., and provided to KPFF on April 9, 2013. The boring logs were used to determine that the existing groundwater was reached at depth of approximately 50 feet below the surface.

Proposed Groundwater Impacts

The subterranean parking structure foundations will be approximately 25 feet below surface, and there for will have no impact to the existing groundwater, located at approximately 50 feet below the surface. Construction and permanent dewatering is not anticipated for the project.

City of Los Angeles
Bureau of Engineering

Sewer Capacity Availability Request (SCAR)

To: Bureau of Sanitation
The following request is submitted to you on behalf of the applicant requesting to connect to the public sewer system. Please verify that the capacity exists at the requested location for the proposed developments shown below. The results are good for 180 days from the date the sewer capacity approval from the Bureau of Sanitation.

Job Address:	**6230 Sunset Blvd**	Sanitation Scar ID:	**39-2215-0314**
Date Submitted	03/27/2014	Request Will Serve Letter?	Yes
BOE District:	Central District		
Applicant:	Dan Krief - KPFF Consulting Engineers		
Address:	6080 Center Dr, Suite 700	City :	Los Angeles
State:	CA	Zip:	90045
Phone:	310-665-2800	Fax:	310-665-9075
Email:	dkrief@kpff-la.com	BPA No.	pending
S-Map:	469	Wye Map:	4755-5/4716-2

SIMM Map - Maintenance Hole Locations

No.	Street Name	U/S MH	D/S MH	Diam. (in)	Approved Flow %	Notes
1	Sunset Blvd	46914108	46914112	10	50.00	
2	Leland Way	46914144	46914147	8	50.00	

Proposed Facility Description

No.	Proposed Use Description	Sewage Generation (GPD)	Unit	Qty	GPD
1	RESIDENTIAL: APT - BACHELOR	75	DU	68	5,100
2	RESIDENTIAL: APT - 1 BDRM. *6	110	DU	107	11,770
3	RESIDENTIAL: APT - 2 BDRMS *6	150	DU	20	3,000
4	RESIDENTIAL: APT - 3 BDRMS *6	190	DU	5	950
5	RESTAURANT: FULL SERVICE INDOOR SEAT	30	SEAT	188	5,640
			Proposed Total Flow (gpd):		**26,460**

Remarks: 1. Replaces SCAR request 171 with ID 36-2102-1113. 2. Expires on 6/11/2014 which is same expiration date as that in (1) above 3. IWMD permit required

Note: Results are good for 180 days from the date of approval by the Bureau of Sanitation

Date Processed: 04/15/2014 Expires On: 10/12/2014

Processed by: Kwasi Berko
Bureau of Sanitation
Phone: 323-342-1562
Sanitation Status: Approved
Reviewed by: Zemamu Gebrewold
on 04/14/2014

Submitted by: AVALYN KAMACHI
Bureau of Engineering
Central District
Phone: 213-482-7061

Scar Request Number: 294

Fees Collected	Yes	SCAR FEE (W:37 / QC:704)	$1,417.00
Date Collected	11/26/2013	SCAR Status:	**Completed**

Scar Request Number: 294

City of Los Angeles
Bureau of Engineering

SEWER CAPACITY AVAILABILITY REVIEW FEE (SCARF) - Frequently Asked Questions

SCAR stands for Sewer Capacity Availability Review that is performed by the Department of Public Works, Bureau of Sanitation. This review evaluates the existing sewer system to determine if there is adequate capacity to safely convey sewage from proposed development projects, proposed construction projects, proposed groundwater dewatering projects and proposed increases of sewage from existing facilities. The SCAR Fee (SCARF) recovers the cost, incurred by the City, in performing the review for any SCAR request that is expected to generate 10,000 gallons per day (gpd) of sewage.

The SCARF is based on the effort required to perform data collection and engineering analysis in completing a SCAR. A brief summary of that effort includes, but is not limited to, the following:

1. Research and trace sewer flow levels upstream and downstream of the point of connection.
2. Conduct field surveys to observe and record flow levels. Coordinate with maintenance staff to inspect sewer maintenance holes and conduct smoke and dye testing if necessary.
3. Review recent gauging data and in some cases closed circuit TV inspection (CCTV) videos.
4. Perform gauging and CCTV inspection if recent data is not available.
5. Research the project location area for other recently approved SCARs to evaluate the cumulated impact of all known SCARs on the sewer system.
6. Calculate the impact of the proposed additional sewage discharge on the existing sewer system as it will be impacted from the approved SCARs from Item 6 above. This includes tracing the cumulative impacts of all known SCARs, along with the subject SCAR, downstream to insure sufficient capacity exist throughout the system.
7. Correspond with the applicant for additional information and project and clarification as necessary.
8. Work with the applicant to find alternative sewer connection points and solutions if sufficient capacity does not exist at the desired point of connection.

Questions and Answers:

1. **When is the SCARF applied, or charged?**
   It applies to all applicants seeking a Sewer Capacity Availability Review (SCAR). SCARs are generally required for Sewer Facility Certificate applications exceeding 10,000 gpd, or request from a property owner seeking to increase their discharge thru their existing connection by 10,000 gpd or more, or any groundwater related project that discharges 10,000 gpd or more, or any proposed or future development for a project that could result in a discharge of 10,000 gpd.
2. **Why is the SCARF being charged now when it has not been in the past?**
   The City has seen a dramatic increase in the number of SCARs over 10,000 gpd in the last few years and has needed to increase its resources, i.e., staff and gauging efforts, to respond to them. The funds collected thru SCARF will help the City pay for these additional resources and will be paid by developers and property owners that receive the benefit from the SCAR effort.
3. **Where does the SCARF get paid?**
   The Department of Public Works, Bureau of Engineering (BOE) collects the fee at its public counters. Once the fee is paid then BOE prepares a SCAR request and forwards it to the BOS where it is reviewed and then returned to BOE. BOE then informs the applicant of the result. In some cases, BOS works directly with the applicant during the review of the SCAR to seek additional information and work out alternative solutions

Scar Request Number: 294

PCR Santa Monica

201 Santa Monica Boulevard, Suite 500
Santa Monica, California 90401
TEL 310.451.4488
FAX 310.451.5279

PCR Pasadena

80 South Lake Avenue, Suite 570
Pasadena, California 91101
TEL 626.204.6170
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One Venture, Suite 150
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