INITIAL STUDY

PALLADIUM RESIDENCES

CITY OF LOS ANGELES, CALIFORNIA

AUGUST 2013

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CITY OF LOS ANGELES, CALIFORNIA

Prepared for:
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AUGUST 2013

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CITY OF LOS ANGELES

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

CALIFORNIA ENVIRONMENTAL QUALITY ACT

INITIAL STUDY
AND CHECKLIST

(Article IV B City CEQA Guidelines)

LEAD CITY AGENCY	COUNCIL DISTRICT	DATE
City of Los Angeles Department of City Planning	13	August 8, 2013

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.
Palladium Residences	ENV-2013-1938-EAF

PREVIOUS ACTIONS CASE NO.	
AA-2012-3533-PMEX; ENV-2012-3535-CE	☐ **DOES have significant changes from previous actions.** ☒ **DOES NOT have significant changes from previous actions.**

PROJECT DESCRIPTION:

The Project located at 6201 Sunset Boulevard would protect and enhance the historic Palladium at 6215 Sunset Boulevard in Hollywood, and would also add two new structures to the Project Site on the surface parking lots behind the existing Palladium building. The Project may be constructed at one time, or in two phases with consecutive construction of the two buildings. The locations and appearance of the Project structures are illustrated in the Attachment A Project Description, most notably on Figures A-5, *Conceptual Site Plan*, A-7, *Conceptual Building Design – Birdseye View*, and A-8, *Conceptual Building Design – View from Sunset Boulevard and El Centro Avenue*. In addition to supporting the Palladium's continued operation as an entertainment and event venue, enhancements would include additional repairs and interior restorations compatible with historic features. Key improvements to the Palladium to be agreed with its operator could include additional rehabilitation of the historic main lobby, replacement of main entry doors, and repairs to the ballroom, all of which would be consistent with the Secretary of Interior's Standards for Rehabilitation. The Project also requires approval from the Office of Historic Resources as compatible with the Palladium, and the Project includes a proposed condition requiring the applicant to apply for designation of the Palladium as a Historic-Cultural Monument under the City of Los Angeles Cultural Heritage Ordinance following issuance of building permits for the new development.

The two new additional buildings that would be located on the parking lots on the northeast and southwest portions of the Project Site would be consistent with the Project Site's current zoning and Community Plan's Land Use designations. The application for historic designation would be required by adding a condition to the Project Site's zoning.

To provide flexibility for changing market forces, the Applicant is requesting review of two development options for the Project's two new buildings, which would be up to 28 stories and approximately 350 in height: Under Option 1, Residential Option, the two buildings would contain up to 731 residential units. Under Option 2, Residential/Hotel Option, the two buildings would contain up to 598 residential units and, in the southwest building fronting on Argyle Avenue, up to 250 hotel rooms and ancillary hotel uses including banquet, meeting and related retail space. In addition to the existing 13,000 SF of ancillary retail in the Palladium, both Options would include 14,000 square feet of retail and restaurant space in a low-rise building component at the Sunset Boulevard/Argyle Avenue intersection and the northeast building facing N. El Centro Avenue. The Project would provide recreational and open space facilities on the Project Site, including up to 16,000 square feet of publicly accessible, landscaped outdoor space in street level courtyards and pedestrian walkways. Other facilities for residents and hotel guests would include gym and spa facilities, an outdoor pool terrace, landscaped roof-top terraces; and private balconies. The total amount of recreation and open space area to be provided would be pursuant to and in excess of City open space requirements. Up to approximately 1,900 parking spaces would be provided in a subterranean structure as well as above-grade structured parking along the northern edge of the Project Site. The Project would also provide bicycle amenities pursuant to the City of Los Angeles Bicycle Ordinance inclusive of up to 820 bicycle stalls, with lockers for Site Employees and in the case of the Hotel option, shower provisions

to serve employees. Under both Options, the maximum developed floor area on the Project Site would be approximately 927,354 square feet, including the existing 63,354-square-foot Palladium. The Project would also study the potential to close the segment of N. El Centro Avenue between Sunset Boulevard and the Palladium's existing loading dock during non-peak hour traffic periods, on a part time or permanent basis, to create a gathering place for public activities. For further discussion of the Potential El Centro Avenue Program see Attachment A.

ENVIRONMENTAL SETTING:

The Project Site is currently occupied by the Hollywood Palladium, an entertainment and event venue, and an associated surface parking lot that wraps around the building. The parking lot is paved, and the site is essentially flat.

The Project vicinity is highly urbanized and generally built out. The Project Site is located in an 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 high-density 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 east, Nickelodeon Studio to the immediate south; 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. Lower-density residential neighborhoods that include a mix of single-family, bungalow, duplex, and lower scale apartment uses ring Hollywood's commercial center to the southwest, south, and east of the Project Site. Figures showing the existing uses in the Project vicinity as well the General Plan designations and zoning on the Project Site and nearby vicinity are included in Attachment A – Figures A-2, *Aerial Photograph with Surrounding Uses*, A-3, *General Plan Land Use Designations* and A-4, *Generalized Zoning*.

PROJECT LOCATION

The project is located at 6201 Sunset Boulevard, within the Hollywood community of the City of Los Angeles (City). In total the Project Site includes the parcels with Assessor's Parcel Numbers 5546026019 and 5546026020. The Project Site is located within the block bounded by Sunset Boulevard on the south, Argyle Avenue on the west, Selma Avenue on the north, and El Centro Street on the east; and includes the southern half and northeast quadrant of the Site. For further discussion see Attachment A.

PLANNING DISTRICT Hollyood Community Plan		**STATUS:** ☐ **PRELIMINARY** ☐ **PROPOSED** ☒ **ADOPTED** **June 19, 2012**
EXISTING ZONING **[**Q]C4-2D-SN	**MAX. DENSITY ZONING** 6.0:1 FAR (R5 – 1 unit/200 sq.ft.) – Per Plan Designation and "D" Development Limitations regarding approval by the Planning Commission, or City Council on appeal, and Office of Historic Resources.	☒ **DOES CONFORM TO PLAN**
PLANNED LAND USE & ZONE Regional Center Commercial [Q]C4-2D-SN	**MAX. DENSITY PLAN** same	☐ **DOES NOT CONFORM TO PLAN**
SURROUNDING LAND USES See above Setting Discussion. Also, Attachment A, Project Description for further discussion.	**PROJECT DENSITY** FAR = 6.0:1	☐ **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.

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**
CH Palladium, LLC, A Delaware Limited Liability Co.	305 374-5700
PROPONENT ADDRESS	
2200 Biscayne Boulevard, Miami Florida 33137	
AGENCY REQUIRING CHECKLIST	DATE SUBMITTED
City of Los Angeles, Planning Department	June 27, 2013
PROPOSAL NAME (If Applicable)	
Palladium Residences	

☞ **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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY. Where available, the significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the SCAQMD or Congestion Management Plan?	☒	☐	☐	☐
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☒	☐	☐	☐
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment (ozone, carbon monoxide, & PM 10) under an applicable federal or state ambient air quality standard?	☒	☐	☐	☐
d. Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
e. Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐
IV. BIOLOGICAL RESOURCES. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service ?	☐	☐	☐	☒
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service ?	☐	☐	☐	☒
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh vernal pool, coastal, etc.) Through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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

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

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in an manner which would result in flooding on- or off site?	☒	☐	☐	☐
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☒	☐	☐	☐
f. Otherwise substantially degrade water quality?	☐	☒	☐	☐
g. Place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☒	☐	☐	☐
h. Place within a 100-year flood plain structures which would impede or redirect flood flows?	☒	☐	☐	☐
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☒	☐	☐	☐
j. Inundation by seiche, tsunami, or mudflow?	☒	☐	☐	☐
X. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?	☒	☐	☐	☐
b. Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☒	☐	☐	☐
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒
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?	☒	☐	☐	☐

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

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/CIRCULATION. Would the project:				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☒	☐	☐	☐
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☒	☐	☐	☐
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e. Result in inadequate emergency access?	☒	☐	☐	☐
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☒	☐	☐	☐
XVII. UTILITIES. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☒	☐	☐	☐
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☒	☐	☐	☐
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☒	☐	☐	☐
d. Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?	☒	☐	☐	☐
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☒	☐	☐	☐
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☒	☐	☐	☐
g. Comply with federal, state, and local statutes and regulations related to solid waste?	☒	☐	☐	☐
h. Other utilities and service systems?	☒	☐	☐	☐

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

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

PREPARED BY	TITLE	TELEPHONE #	DATE
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ATTACHMENT A

PROJECT DESCRIPTION

ATTACHMENT A: PROJECT DESCRIPTION

A. INTRODUCTION

CH Palladium, LLC (Applicant) proposes a mixed-use development on an approximately 3.6-acre (154,648 square-foot) parcel on Sunset Boulevard between Argyle Avenue and North El Centro Avenue within the Hollywood community of the City of Los Angeles. The Project Site is currently occupied by the Hollywood Palladium (Palladium), an entertainment and event venue, and an associated surface parking lot that wraps around the existing building.

The Project would protect and enhance the historic Palladium and would also add two new structures to the Project Site on the surface parking lots behind the Palladium building. The Project may be constructed at one time, or in two phases with consecutive construction of the two buildings. The location and appearance of the buildings are illustrated in Section E below, most notably on Figures A-5, *Conceptual Site Plan;* A-7, *Conceptual Building Design – Birdseye View;* and A-8, *Conceptual Building Design – View from Sunset Boulevard and El Centro Avenue*. In addition to supporting the Palladium's continued operation as an entertainment and event venue, enhancements to be agreed with the venue's operators could include additional repairs and interior restorations compatible with historic features. Key improvements to the Palladium could include additional rehabilitation of the historic main lobby, replacement of main entry doors, and repairs to the ballroom, all of which would be consistent with the Secretary of Interior's Standards for Rehabilitation. The Project also requires approval from the City's Office of Historic Resources as compatible with the Palladium, and the Project includes a proposed condition requiring the applicant to apply for designation of the Palladium as a Historic-Cultural Monument under the City of Los Angeles Cultural Heritage Ordinance following issuance of building permits for the new development.

The two new buildings that would be located on the parking lots on the northeast and southwest portions of the Project Site would be consistent with the Project Site's current zoning and Community Plan's Land Use designations. The application for historic designation would be required by adding a condition to the Project Site's existing zoning.

To provide flexibility for changing market forces, the Applicant is requesting review of two development options for the Project's two new buildings, which would be up to 28 stories and approximately 350 feet in height: Under Option 1, Residential Option, the two buildings would contain up to 731 residential units. Under Option 2, Residential/Hotel Option, the two buildings would contain up to 598 residential units and, in the southwest building fronting on Argyle Avenue, up to 250 hotel rooms and ancillary hotel uses including banquet, meeting and related retail space. Under both Options, the Project's floor area, height, and parking would be the same, and the open space requirements of the Municipal Code would be exceeded. Both Options would include 14,000 square feet of retail and restaurant space in a low-rise building component at the Sunset Boulevard/Argyle Avenue intersection and on the ground floor of the northeast building facing N. El Centro Avenue. The Project would provide recreational and open space amenities for residents/hotel visitors as well as publicly accessible open space with courtyards and pedestrian paths connecting to surrounding off-site areas. Approximately 1,900 parking spaces would be provided in a subterranean structure as well as above-grade structured parking along the northern edge of the Project Site. Under both Options, the maximum developed floor area on the Project Site would be approximately 927,354 square feet,

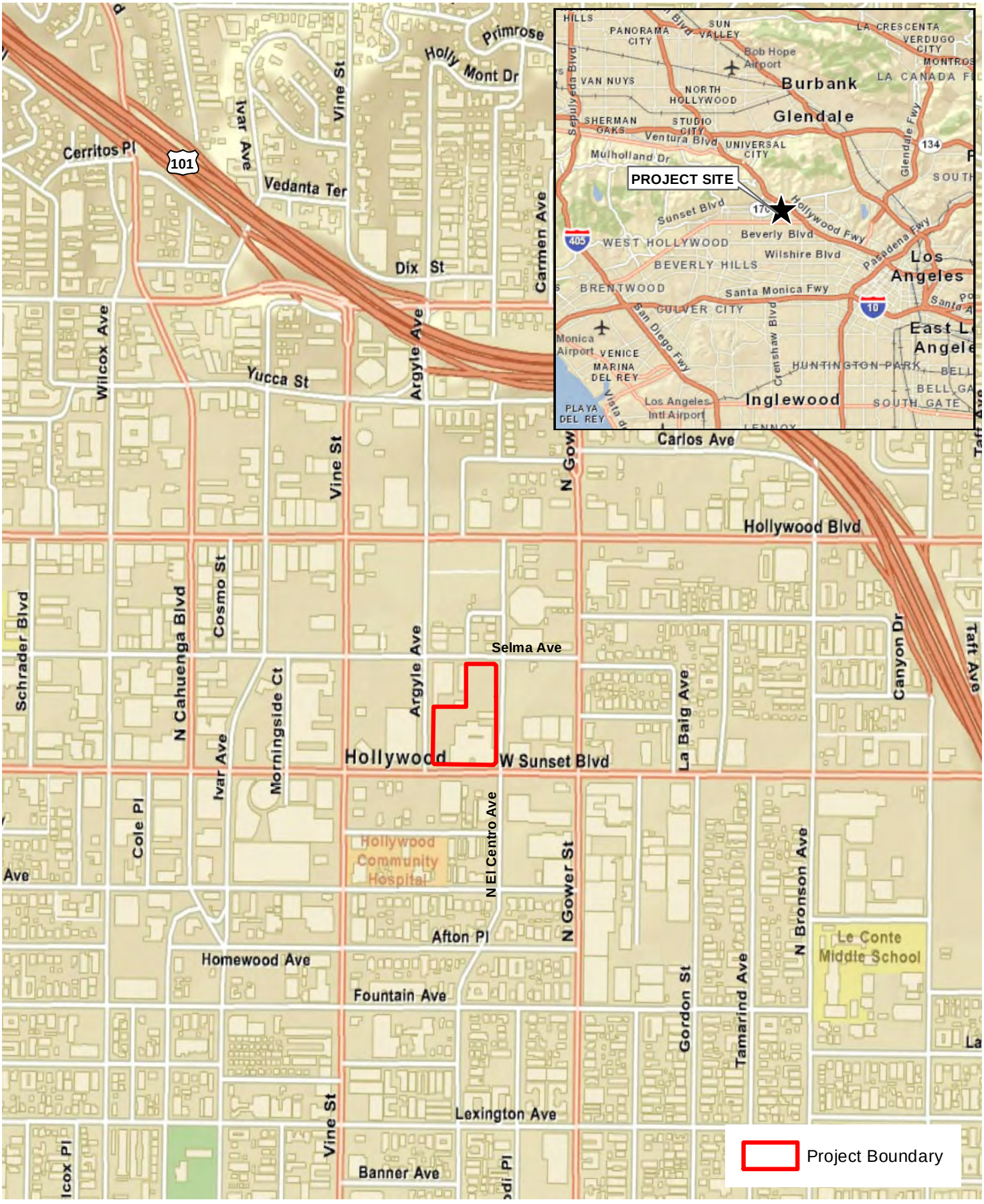
including the existing 63,354 square-foot Palladium, resulting in a maximum floor area ratio (FAR) of 6.0:1. The Project would also study the potential to close the segment of N. El Centro Avenue between Sunset Boulevard and the Palladium's existing loading dock during non-peak hour traffic periods, on a part-time or permanent basis, to create a gathering place for public activities.

B. PROJECT LOCATION AND SURROUNDING USES

The Project Site is located at 6201 West Sunset Boulevard in the Hollywood community of the City of Los Angeles, at the foot of the Hollywood Hills, as shown on **Figure A-1**, *Regional and* Vicinity *Location Map*. The 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 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 Site is also served by three Los Angeles Department of Transportation (LADOT) Dash Lines.

The Project Site occupies part of the city block bounded by Selma Avenue on the north, Sunset Boulevard on the south, El Centro Street on the east, and Argyle Avenue on the west, as shown in the aerial photograph in **Figure A-2**, *Aerial Photograph with Surrounding Land Uses*. The Project Site includes the existing Palladium building in the southeast quadrant of the block and existing surface parking lots in the southwest and northeast quadrants. The northwest quadrant of the block lies outside of the Project Site in an area not owned by the Applicant, and is occupied by an electronics store, two small commercial buildings, and associated surface parking.

The Project vicinity is highly urbanized and generally built out, as indicated in Figure A-2. The Project Site is located in an active area that serves as both a commercial center for Hollywood and the surrounding communities and an entertainment center of regional importance; as is reflected in the Site's Regional Center Commercial designation in the City's General Plan and Hollywood Community Plan. The area is characterized by a mixed-use blend of commercial, restaurant, bar, studio/production, office, entertainment, 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 east, the Nickelodeon Studio to the immediate south; 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. 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. This distribution of uses is reflective of the General Plan and Zoning designations for the Project vicinity as shown in **Figure A-3**, *General Plan Land Use Designations*, and **Figure A-4**, *Generalized Zoning*.



PCR

N

0 0.125 0.25 Miles

Regional Location Map

Palladium Residences

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

FIGURE

A-1

PCR

N

0 400 800 Feet

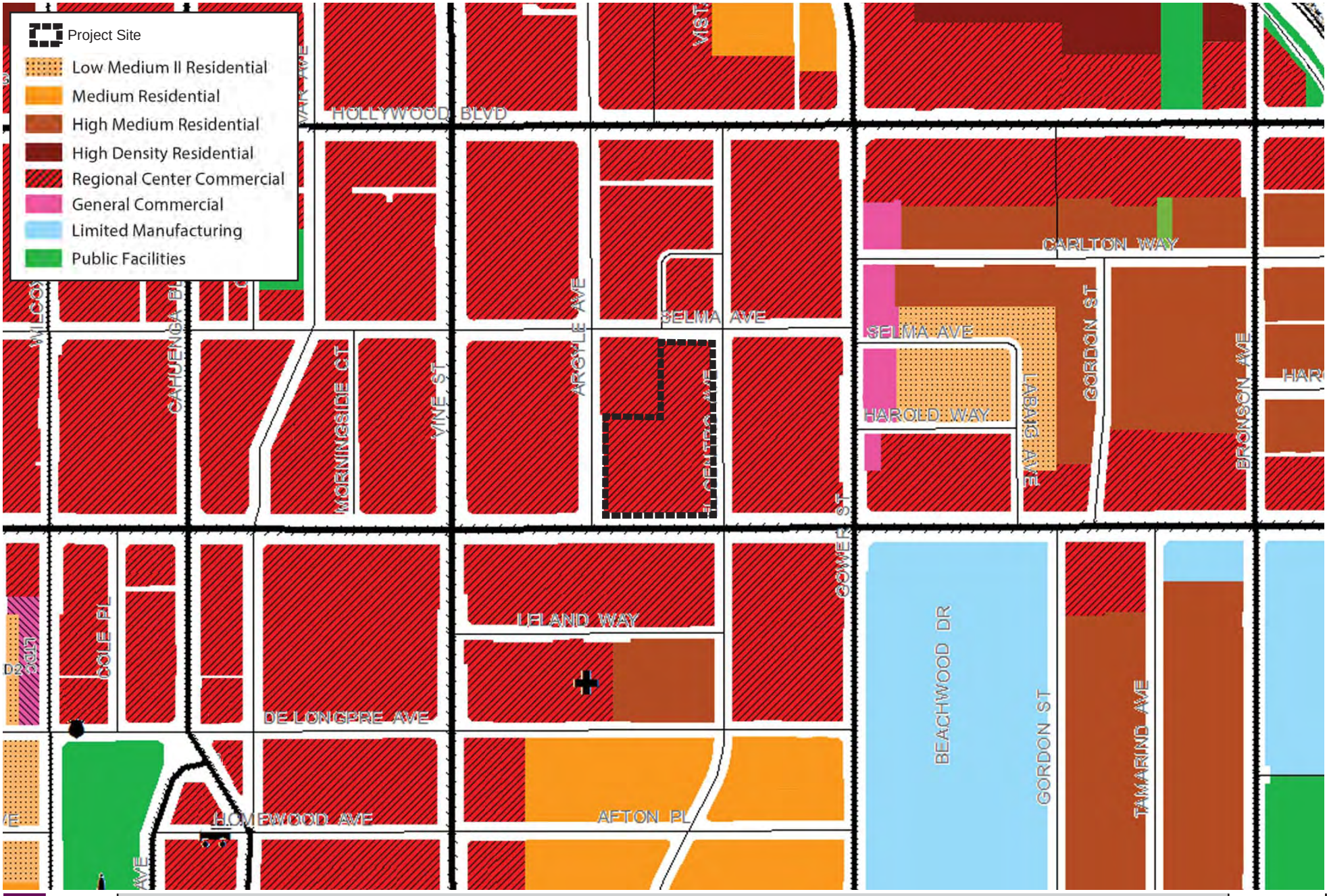
Aerial Photograph with Surrounding Land Uses

Palladium Residences

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

FIGURE

A-2



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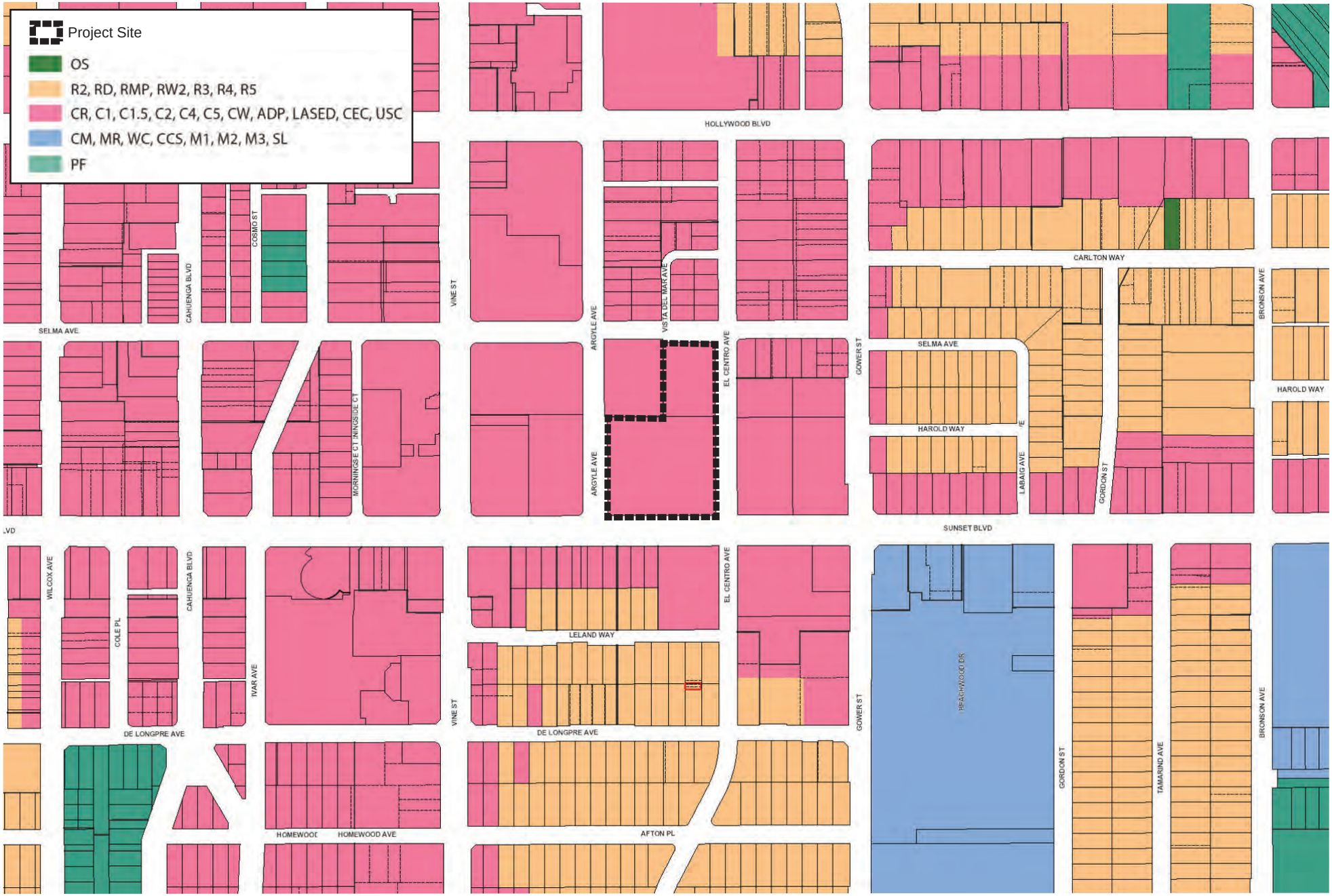
General Plan Land Use Designations

Palladium Residences

Source: ZIMAS, July 29. 2013.

FIGURE

A-3



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Generalized Zoning

Palladium Residences

Source: ZIMAS, July 29. 2013.

FIGURE

A-4

C. SITE BACKGROUND AND EXISTING CONDITIONS

Site Conditions

The Project Site encompasses approximately 3.6 acres, 154,648 square feet, and is currently occupied by the Palladium and associated surface parking, as shown in Figure A-2. The Site is generally flat, with a gentle slope to the south. Landscaping is limited to a small number of ornamental trees around the Project Site perimeter.

Palladium Background

The Palladium opened in 1940 with a concert by Frank Sinatra and the Tommy Dorsey Orchestra and has continually served as an entertainment, event, and broadcast venue since that time. The property has considerable historical significance as a Hollywood entertainment venue. The Palladium building itself, noted for its Streamline Moderne style and distinguishing marquee, has retained a high level of architectural integrity in its location, design setting, materials, workmanship, feeling and association. As part of the Project, the Applicant would be required by a new proposed zoning condition to nominate the Palladium as a Historic-Cultural Monument under the City of Los Angeles Cultural Heritage Ordinance, by adding a condition to the Site's existing zoning. The building may be eligible for designation as a Historic-Cultural Monument as a historical resource due to its association with the development of popular and social culture in Hollywood ("entertainment context"), as an example of Moderne architecture in Los Angeles, and as a product of master architect Gordon B. Kaufman. It is listed in the California Historic Resources Inventory maintained by the State Office of Historic Preservation with a status code 3S, indicating that it is also eligible for listing in the National Register of Historic Places.

The building fell into disrepair over the years, with intermittent renovations, but underwent a major renovation in 2007 that included rehabilitation of the building façade, improvements to the interior production facilities, concession areas, and restrooms, and the provision of ADA ramps. All work on the property at that time was reviewed for conformance with historic preservation criteria (the Secretary of the Interior's Standards for Rehabilitation) by the Community Redevelopment Agency of the City of Los Angeles and the Office of Historic Resources of the City of Los Angeles Planning Department. A consultant that meets the Secretary of the Interior's Professional Qualifications Standards monitored the work during the construction phase for conformance with the approved project scope of work. Because the recent work meets the Secretary of the Interior's Standards for Rehabilitation, it is presumed that the property retains its eligibility. The building reopened in October 2008 and continues to operate as a concert and event venue, and additional enhancements to the Palladium, including potentially rehabilitation of the ballroom ceiling and ballroom floor and main lobby improvements that would be more compatible with the Palladium's historic features, and the installation of artwork presentations of the Palladiums history, would also be analyzed as part of the Project.

Previous Actions Regarding the Status of the Project Site

In recent years there have been actions taken by the City that affect the Project Site's status in regards to the currently proposed Project, most notably changes to the site zoning in the updated Hollywood Community Plan and a lot boundary adjustment within the Project Site.

In June 2012, the City of Los Angeles adopted an updated Hollywood Community Plan. As a result of the new Community Plan, several changes were made to the Project Site's zoning, particularly with regard to one of the two lots occurring within the Project Site, i.e. the northern lot. The Project Site's northern lot became unlimited in height, as compared to the prior limitation of 45 feet, making it consistent with the prior regulations on the southern lot. The permitted Floor Area for the Site's northern lot increased from a 1.5:1 FAR to a potential 6:1 FAR with City Planning Commission approval. Residential uses also became permitted on the northern lot, whereas such uses were prohibited under the prior Community Plan. A 6:1 FAR also continues to be permitted on the northern lot, with City Planning Commission approval, as are residential uses.

In May 2013, a lot line adjustment was approved for the Project Site, which adjusted the existing, interior lot lines between the Project Site's two lots. The exterior property lines of the two lots were unaltered, and no new parcels or changes in land use or density resulted.

It may also be noted that in November 2010, the Hollywood Signage Supplemental Use District was amended to promote the continuing contribution of signage to the distinctive aesthetic of Hollywood Boulevard, as well as to control the blight created by poorly placed or badly designed signs.

D. EXISTING PLANNING AND ZONING

The Project Site is located within the Hollywood Community Plan Area. As indicated in Figures A-3 and A-4, above, the Project Site is designated for Regional Center uses within the City of Los Angeles General Plan Framework Element and Regional Center Commercial uses in the Hollywood Community Plan, and is zoned [Q]C4-2D-SN. Within the zoning designation, "C4" indicates that the Site is designated for commercial uses, which includes R5 multiple-dwelling-unit uses. The "2D" portion of the designation denotes the Site's height district and application of Development Limitations. The Site is located in Height District 2, a height district that places no limits on building heights in Commercial Zones (other than CR Limited Commercial Zones) and generally allows maximum floor area ratios (FARs) of 6.0:1. The Site's "D" Development Limitations set site specific FAR designations for this site. The allowable FAR of development is limited to 4.5:1, except that a project may exceed the 4.5:1 FAR provided it is approved by the City Planning Commission or the City Council on appeal, and the project conforms with the Hollywood Community Plan policies. In the case of this exception, the Height District 2 FAR of 6.0:1 would prevail. Further, "D" limitations require that development subject to historic preservation review have approval of the Office of Historic Resources if the FAR of the project exceeds 3.0:1 on the southern part of the Project site facing Sunset Boulevard; or 1.5:1 on the northern side of the Project Site facing Selma Avenue. The "[Q]" portion of the designation refers to site-specific "Qualifying Conditions" that allow residential development on the Project Site in a mixed-use project, only if the project incorporates a minimum 0.5:1 Floor Area Ratio (FAR) of non-residential uses. (Hotel uses are exempt from this requirement and are permitted in any case.) "SN" designates the Site's location within the Hollywood Signage Supplemental Use District. The Project Site is also located within the Hollywood Redevelopment Plan Area, the Hollywood Signage Supplemental Use District, a Los Angeles State Enterprise Zone and an Adaptive Reuse Incentive Area. It is not located within the boundaries of a Historic Preservation Overlay Zone or any Specific Plan.

E. DESCRIPTION OF THE PROPOSED PROJECT

As previously discussed, the proposed Project would enhance and preserve the existing Palladium, which would continue to operate as an entertainment and event venue, and would introduce new buildings that are consistent with the Project Site's current zoning and that are designed to frame the Palladium marquee and that are reflective of the Palladium's design. These new buildings would contain a mix of uses. Proposed uses for the new buildings and the amounts of each are summarized in **Table A-1**, *Proposed Project Summary*, and each of the uses is described in more detail below. The maximum developed floor area would be approximately 927,354 square feet, including the existing 63,354-square-foot Palladium. As indicated in Table A-1, two development Options are proposed. Under Option 1, Residential, the Project would include up to 731 residential units. Under Option 2, Residential/Hotel, the Project would provide up to 598 residential units and 250 hotel rooms. Both options would include lobby space as well as approximately 22,000 square feet of amenities, with the hotel having banquet/meeting facilities and hotel-serving retail uses. In addition to the existing 13,000 SF of ancillary retail in the Palladium, both Options would include up to 14,000 square feet of ground floor retail and/or restaurant space at the Sunset Boulevard/Argyle Avenue intersection and along N. El Centro Avenue. The Project would also include approximately 16,000 square feet of publicly accessible, landscaped outdoor amenities for Project Site visitors and pedestrians in street level courtyards; and would also include indoor recreation facilities and outdoor open space amenities for residents and hotel guests in a pool terrace and in roof-top terraces. The total amount of open space provided would be pursuant to, and would exceed the City Open Space requirements.

Structured parking would be provided for approximately 1,900 vehicles within four to six subterranean levels located below the new Project buildings and seven above-ground levels at the northern edge of the Project Site.

The locations of key Project components are shown on **Figure A-5**, *Conceptual Site Plan,* and **Figure A-6***, Conceptual Landscape Plan*. The latter figure also illustrates the conceptual landscape plan for the site. The conceptual appearance of the Project is illustrated in **Figure A-7**, *Conceptual Building Design – Birdseye View*, **Figure A-8**, Conceptual *Building Design – View from Sunset Boulevard and El Centro Avenue,* **Figure A-9**, *Conceptual Street Level Elevations* and **Figure A-10**, *Conceptual Court Views.* A comparison of the Project heights to other existing, approved and proposed buildings in the vicinity of the Project Site is shown in **Figure A-11**, *Height Context*. As indicated in the various figures, the majority of the new uses would be located in two 28-story buildings that would contain residential units or, under Option 2, a mix of residential and hotel uses. Development at the southwest and northeast corners of the Project Site would be lower in height, with low-rise buildings containing retail/restaurant uses at the Sunset Boulevard/Argyle Avenue intersection; retail/restaurant uses facing N. El Centro Avenue; and above-ground parking facing Selma Avenue. The Project buildings are arranged around three landscaped courtyards (i.e., Sunset Court, Argyle Court, and El Centro Court) linked by walkways that allow pedestrian and/or vehicular access from those surrounding streets. Each of the Project components is discussed in more detail below.

1. Palladium Operations and Enhancement

The Palladium would continue to operate as an event and entertainment venue, maintaining the existing facilities intact. The building contains approximately 63,354 square feet, including approximately 13,000 square feet of ancillary retail space, and accommodates a maximum occupancy of 3,509 people. The building's defining exterior architectural features (e.g., signage/marquees, etc.) would be retained. As part

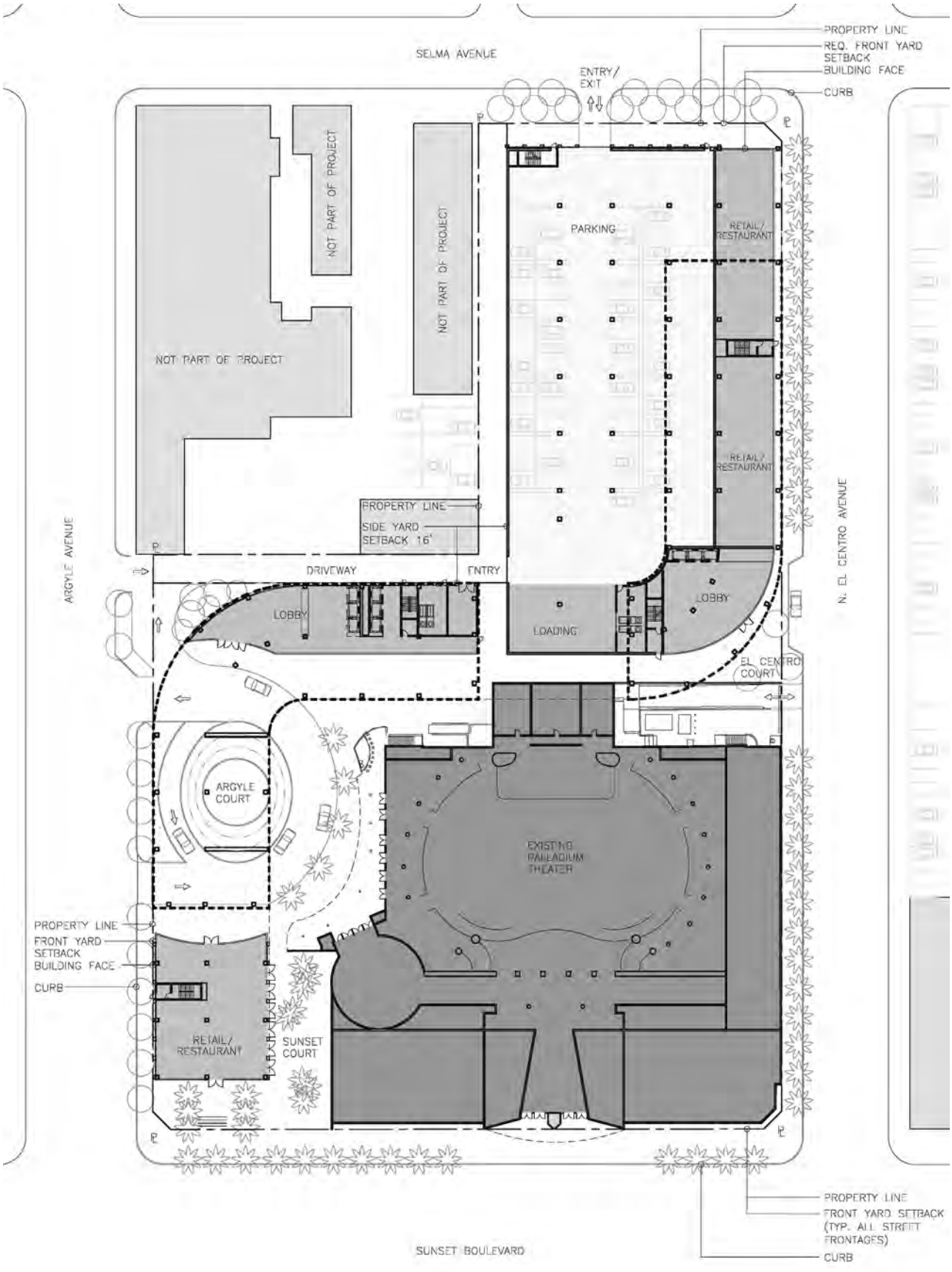
Table A-1

Proposed Project Summary

Use	OPTION 1 Residential	OPTION 2 Residential/Hotel
Total Floor Area[a]	927,354	927,354
Retail/Restaurant (sq.ft.)	14,000	14,000
Residential		
Residential Area (sq.ft.)	819,000	697,800
Residential Units (#)	731	598
Amenities (Community Room, Banquet, Spa etc.)	22,000	22,000
Lobby	9,000	9,000
Hotel		
Hotel Area (sq.ft.)	X	121,200
Hotel Rooms (#)	X	250
Amenities (Community Room Banquet, Spa, etc.)		____[b]
Lobby		____[b]
Area Subtotal – Residential and Hotel Uses (sq.ft.)	850,000	850,000
Palladium	63,354	63,354
Event Space	50,354	50,354
Ancillary Retail	13,000	13,000
Open Space/Recreation/Amenity	102,000	96,000
Common Tenant/Guest – Recreation Area – indoor (sq.ft.)	14,500	14,500
Common Tenant/Guest –Landscaped Pool Terrace (sq.ft.)	5,200	5,200
Common-Tenant –Rooftop Landscaped Terraces (sq.ft.)	30,300	30,300
Private Balconies (sq.ft.)	36,000	30,000
Publicly accessible court areas and pathways (sq.ft.)	16,000	16,000
Parking Spaces (#)	1,900	1,900

[a] *As defined in Section 12.03 of the City of Los Angeles Municipal Code.*
[b] *Amenities and lobby will be shared by both hotel and residential areas.*

Source: Stanley Saitowitz/Natoma Architects Inc.



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Conceptual Site Plan

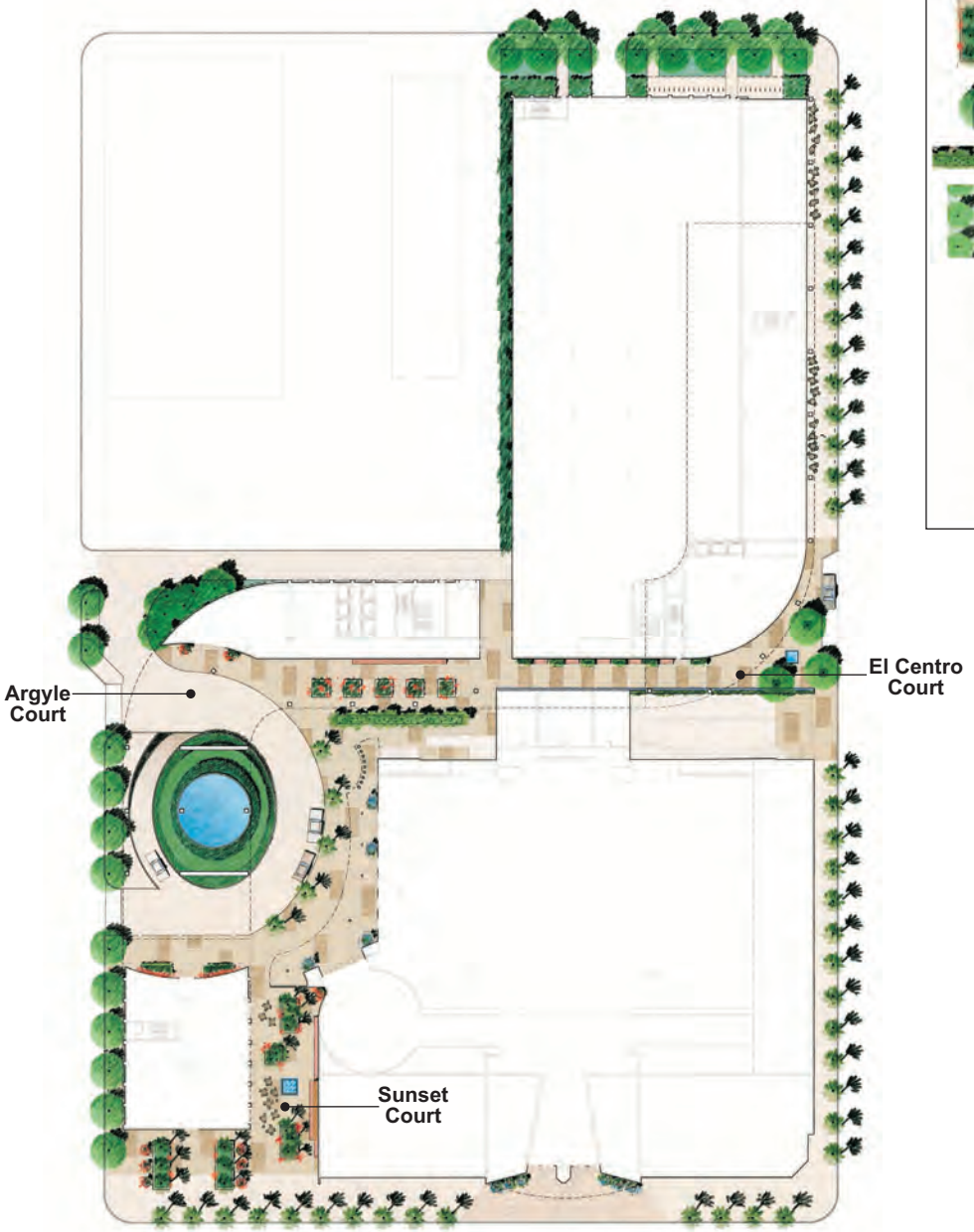
Palladium Residences

Source: Stanley Saitowitz | Natoma Architects, Inc., 2013.

FIGURE

A-5

Street Level



Legend

	WASHINGTONIA ROBUSTA	MEXICAN FAN PALM
	PHOENIX CANARIENSIS	DATE PALM
	JACARANDA MIMOSIFOLIA	JACARANDA
	PHYLLOSTACHYS SPP.	BAMBOO
	CITRUS SINENSIS CITRUS MEYERI	ORANGE TREE LEMON TREE

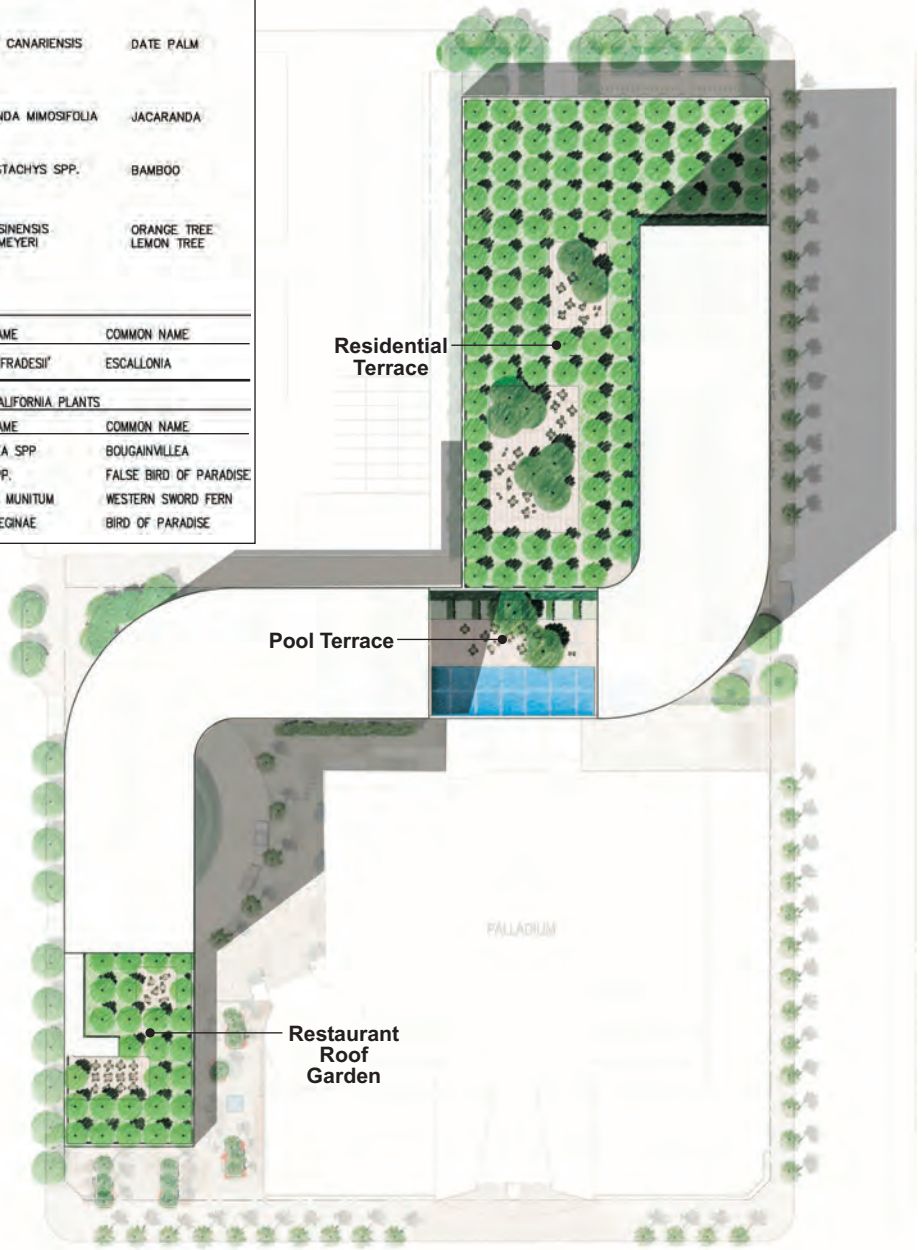
HEDGE

SCIENTIFIC NAME	COMMON NAME
ESCALLONIA 'FRADESII'	ESCALLONIA

SOUTHERN CALIFORNIA PLANTS

SCIENTIFIC NAME	COMMON NAME
BOUGAINVILLEA SPP	BOUGAINVILLEA
HELICONIA SPP.	FALSE BIRD OF PARADISE
POLYSTICHUM MUNITUM	WESTERN SWORD FERN
STRELITZIA REGINAE	BIRD OF PARADISE

Roof Terraces



PCR

N

0 120 Feet

Conceptual Landscape Plan

Palladium Residences

Source: SWA and Stanley Saitowitz | Natoma Architects, Inc., 2013.

FIGURE
A-6

PCR

Conceptual Building Design - Bird's Eye View

Palladium Residences

Source: Stanley Saitowitz | Natoma Architects, Inc. and SWA, 2013.

FIGURE

A-7

PCR

Conceptual Building Design from Sunset Boulevard and El Centro Avenue

Palladium Residences

Source: Stanley Saitowitz | Natoma Architects, Inc. and SWA, 2013.

FIGURE

A-8

Sunset Boulevard - south elevation

Argyle Avenue - west elevation

El Centro - east elevation

PCR

0 120 Feet

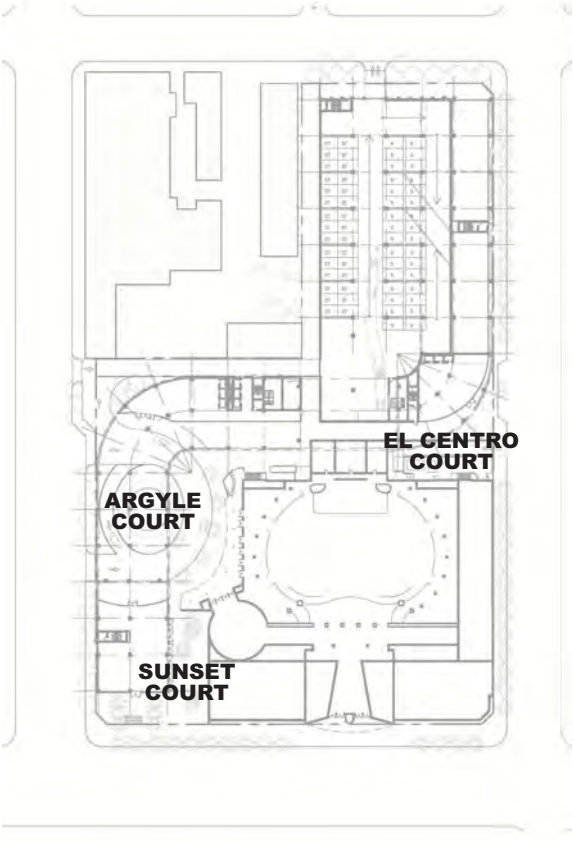
Conceptual Street Level Elevations

Palladium Residences

Source: Stanley Saitowitz | Natoma Architects, Inc. and SWA, 2013.

FIGURE

A-9



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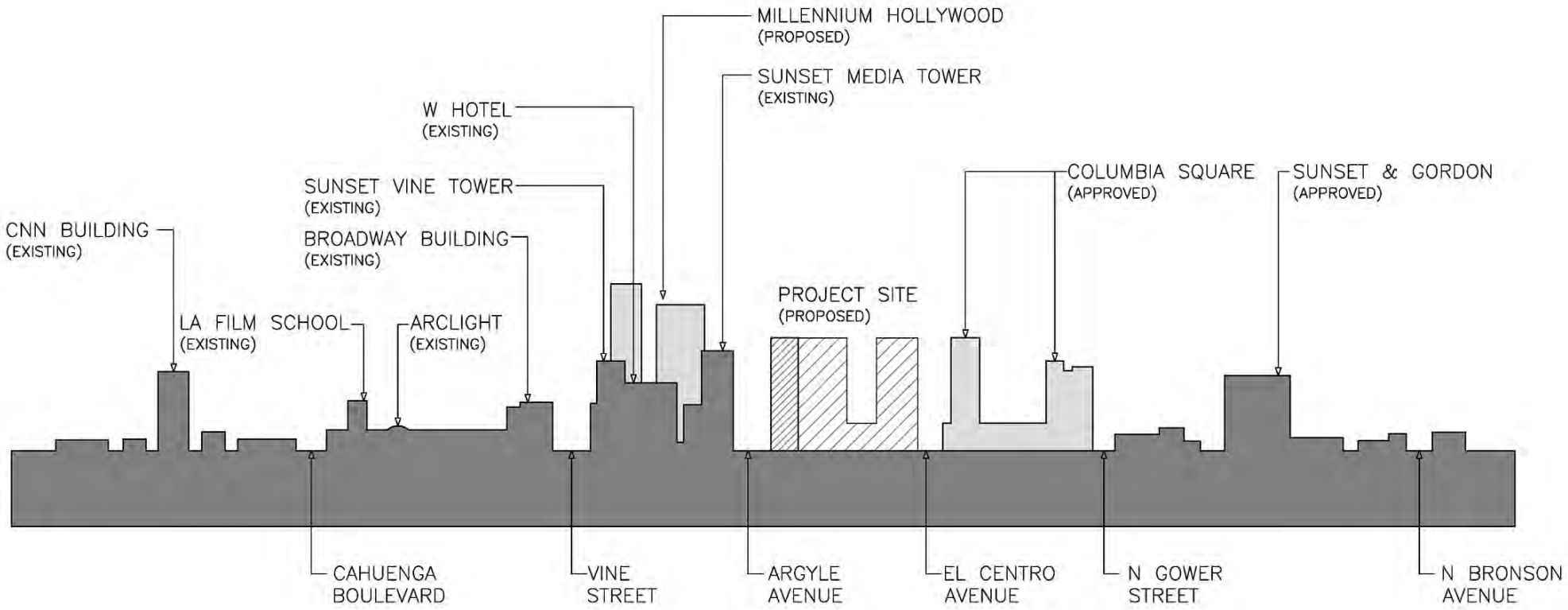
Conceptual Court Views

Palladium Residences

Source: Stanley Saitowitz | Natoma Architects, Inc. and SWA, 2013.

FIGURE

A-10



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Height Context

Palladium Residences

Source: Stanley Saitowitz | Natoma Architects, Inc., 2013.

FIGURE

A-11

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of the Project, a restoration program is proposed to be agreed with its operator to enhance the Palladium as an entertainment venue, support its continued operations, and enhance the character-defining features of the building that contribute to its distinctive appearance and place in the Hollywood community. Key improvements could include additional rehabilitation of the historic main lobby to match or enhance the character of the original building design, and replacement of main entry doors under the marquee. Other general enhancements could include improvements to the ballroom, with repair of ceiling plaster, refinishing of the wood flooring and cleaning of the chandeliers; and rehabilitation/upgrading of the toilets. The proposed work would provide repairs to facilities and would provide improvements that would be more compatible with historic features of the building. The proposed work would meet historic preservation criteria (the Secretary of the Interior's Standards for Rehabilitation). As part of the building permit review process, proposed work would be reviewed for permit clearances by the Office of Historic Resources of the City of Los Angeles Planning Department. A consultant that meets the Secretary of the Interior's Professional Qualifications Standards would monitor the work during the construction phase for conformance with the approved project scope of work. In addition, the Palladium restoration program would provide art work reflecting the Palladium's history at key locations. The displays would increase general public and patron awareness and appreciation of the history and significance of Hollywood, the Palladium, and the performers who have appeared at the Palladium over the past seven decades. It would be intended to tell the stories of Hollywood, Los Angeles, and popular music in America.

Access to the Palladium would continue to include the primary entrance on Sunset Boulevard, a lobby entrance on the west facade, and loading docks to the rear, accessible from El Centro Avenue. The entrance on the west façade would face the Project's Argyle Court, which would replace the current parking lot approach with a new architectural/landscaped entry and provide continuity with the other new development on the Project Site. It would also connect the Palladium's Sunset Boulevard and west lobby entrances with the Project's other pedestrian paths and Courts, thus linking the Palladium with other visitor venues in the Project area.

2. Residential/Residential and Hotel Buildings

The majority of proposed new uses would be located in two buildings up to 28 stories and approximately 350 feet in height that would serve as a backdrop to the Palladium. The Project applicant has designed the Project with courtyards and setbacks to frame the historic Palladium and heights that are appropriate in relation to neighboring towers. Under Option 1, both buildings would be developed with residential uses and together would contain up to 731 residential units. Under Option 2, the northeast building would contain residential units and the southwest building would contain hotel uses in the first 10 floors and residential uses in the upper floors. A maximum of 598 residential units and 250 hotel rooms would be provided under Option 2, together with ancillary hotel uses such as banquet/meeting areas and sundry shops. As shown in Figure A-5, the new buildings would occupy the northeast and southwest parts of the Project Site, with primary vehicular and pedestrian access via a major courtyard (Argyle Court) and semi-circular, covered entryway on Argyle Avenue. The Site would also be accessible to pedestrians via the courtyards facing Sunset Boulevard (Sunset Court) and El Centro Avenue (El Centro Court), as illustrated in Figures A-6 and A-10. The buildings and courtyard entries would be connected via landscaped pedestrian walkways within the Project Site.

The two new buildings would be sited to visually frame the Palladium building and views toward the Hollywood Hills from Sunset Boulevard. Sufficient separation would be provided between the new buildings to allow views through the Project Site from residential neighborhoods in the Hollywood Hills to the north.

At street level, the three courtyards and pedestrian walkways would be designed to provide a substantial visual buffer between the Palladium and the new buildings, particularly along the Palladium's western façade. The northeast building would wrap around a seven-level above-ground parking structure in the northeast corner of the Project Site facing Selma Avenue, which would provide a height setback for the taller building along this Project Site frontage.

The proposed architectural style of the new buildings is reflected in Figures A-7, A-8 and A-9. As shown therein, the new buildings would be clad with a concrete lattice façade with expanses of windows made of low-reflectivity glass. The curvilinear building profiles are intended to complement the Streamline Moderne style of the Palladium building and marquees Both buildings would include private balconies for residents and hotel visitors. As indicated in Figure A-11, the height of the new buildings would be similar to existing and approved project heights of buildings adjacent to the Project Site.

3. Retail and Restaurant Space

The Project would provide up to approximately 14,000 square feet of new retail and restaurant space that would be located in a low-rise component of the southwest building at the Sunset Boulevard/Argyle Avenue intersection and within the northeast building in storefronts facing N. El Centro Avenue. The low-rise, single story component of the building at Sunset Boulevard/Argyle Avenue would be approximately the same height as the Palladium and would provide visual continuity with existing ancillary retail space within the Palladium building's frontage on Sunset Boulevard. The ground-floor retail spaces facing N. El Centro Avenue would enliven the pedestrian environment along this street and, at the intersection with Selma Avenue, screen views of the aboveground parking structure to the rear. The existing 13,000 square feet of ancillary retail space within the Palladium building would be retained.

4. Recreation and Open Space

The Project would provide recreational and open space facilities on the Project Site that would exceed the City's open space requirements. Up to approximately 16,000 square feet of publicly accessible, landscaped outdoor amenities for Site visitors and pedestrians in street level courtyards and pedestrian walkways. Active recreational facilities for residents (and, under Option 2, hotel guests) would include approximately 14,500 square feet of gym and spa facilities. Additional recreation activity, as well as open space would be provided for residents and hotel guests on landscaped roof and pool terraces totaling up to 35,500 square feet, portions of which would be reserved for residents only. Additional private open space would be provided in the form of private balconies totaling up to 36,000 square feet under Option 1 and up to 30,000 square feet under Option 2. The total amount of recreation and open space area provided would be pursuant to and in excess of City open space requirements in both Option 1 and Option 2.

5. Landscape Plan

A landscape plan that would complement the aesthetic character of the Project Site and enhance its relationship to surrounding buildings would be implemented as part of the Project. A conceptual landscape plan for the Project is illustrated in Figure A-6, above. The landscaping would reference historic Southern California's agricultural landscape while following best practices with drought-tolerant plants such as Mexican fan palms, citrus groves, and Southern California native plants. Spaces would be organized into grids of varied scales, and courts and streetscapes adjacent to retail locations would be designed for sitting. Argyle Court, the main entrance to the Project Site, would accommodate both vehicles and Project residents

and visitors arriving or departing on foot or by bicycle. It would feature a central reflecting pool and planted courtyard on either side of the semi-circular, covered entryway, with the western lobby entrance of the Palladium as its backdrop. Sunset Court is planned as a typical Southern California garden with seating and sufficient room for restaurant spillover space and Palladium queuing when necessary. El Centro Court, on the east side of the Project Site, is designed as a linear space beneath a canopy of trees, with a small fountain at the street. A wall forming the south side of the courtyard is planned to accommodate artwork depicting the history of the Palladium, and would also serve to screen the Palladium loading dock. The El Centro Avenue streetscape would include a row of Mexican fan palms and outdoor seating associated with the ground-floor retail.

The pool and roof-top terraces discussed above would be landscaped to enhance their appearance and utility. The outdoor Pool Terrace, situated on the second floor between the residential (residential/hotel) buildings, would include a poolside lounge and garden. Additional Rooftop Terrace area would be located atop the seven-level parking structure at the northern end of the Project Site, and the lower building component located at Sunset Boulevard and Argyle Street. This area is planned as a series of broad terraces/patios with citrus trees.

6. Vehicle Access, Circulation, Bicycle Amenities and Parking

As shown in Figure A-5, vehicle access to the Project Site would be provided via three driveways on Argyle Avenue and one driveway on Selma Avenue. The southernmost driveway on Argyle Avenue would provide one-way inbound access to the covered, semicircular entryway. Valet service would be available for Project residents, Project visitors, and Palladium event attendees. The semicircular entryway would exit onto Argyle Avenue north of the inbound driveway. Valets would take vehicles from the semicircular entryway to the parking structure via an internal driveway along the north side of the southwest building. Self-parking residents or guests could access the internal driveway and parking structure from the semicircular entryway or directly from Argyle Avenue. Valets would return cars to the semicircular entryway via a ramp between the uppermost parking level and the semicircular entryway. Self-parkers could also enter and exit the parking structure via the Selma Avenue driveway.

A new loading dock would be provided to serve the new buildings in the ground level of the parking structure. Trucks would enter the Site via the northernmost driveway on Argyle Avenue and proceed to the loading dock, and would exit through the structure via the Selma Avenue driveway. Trucks would also be able to use the existing Palladium loading dock at the back of the Palladium, which would be accessed from El Centro Avenue. Events at the Palladium would continue to be able to use the existing Palladium loading dock. A wall would be erected to screen the Palladium loading activities from view by people within the El Centro Court.

The Project would include a large number of bicycle amenities to serve the Project residents as well as visitors to the Project Site. These amenities would be provided pursuant to the City of Los Angeles Bicycle Ordinance and would include up to 820 bicycle stalls, with lockers for Site employees and in the case of the Hotel option, shower provisions to serve employees.

Subject to final design, the Project would include approximately 1,900 parking spaces, which would be provided within four to six subterranean levels below the new Project buildings and the seven-level aboveground parking structure. These include 317 replacement spaces for existing on-site parking, and up

to approximately 1,583 spaces for new site uses in accordance with the various parking provisions of the Los Angeles Municipal Code. The parking may include some number of spaces that would be provided with traditional stacked parking structures and/or automated parking provisions for space efficiency and reductions in energy consumption. Stacked parking includes grade level and upper level platform(s) that can accommodate more than one vehicle in a parking space. With an automated system, vehicles are driven onto a platform at the garage entryway where car engines are turned off. A robotic platform is then dispatched to the vehicle to lift it and convey it to a storage space. When the driver is ready to leave the Site, a request for the vehicle is entered into a computerized system which conveys the vehicle from its storage location back to the parking garage entryway.

The Palladium currently uses the 317 spaces on the Project Site, and also uses off-site parking for Palladium events. The Palladium would have continued use of the 317 replacement spaces to be provided within the Project, and the Palladium would also continue to use off-site event parking as it does at present.

7. Potential El Centro Avenue Program

The Applicant is looking at opportunities to activate street frontages along the Project edges. In addition to the items mentioned above, such as the on-site pedestrian courts and paths and the addition of retail frontage on N. El Centro Avenue south of Selma Avenue, the Applicant is exploring further options for increased pedestrian activity on N. El Centro Avenue. Accordingly, the Project would study the potential to close the segment of N. El Centro Avenue between Sunset Boulevard and the Palladium's existing loading dock to create a public gathering place and a place for public activities. Approval of the Program would be subject to approval of the General Manager of the Department of Transportation and State law, and consistent with an annual closure plan submitted to the Department of Transportation and Bureau of Public Works. Retail and food kiosks and carts would be permitted within the N. El Centro pedestrian area. Special paving treatment may also be installed to differentiate that segment of the street subject to temporary closure. Temporary closure of the street to vehicular traffic would be accomplished with traffic barriers, removable bollards, or other devices. The Project would also consider the potential to close this same segment of N. El Centro Avenue on a permanent basis for the same purposes.

8. Lighting and Signage

The existing Palladium signs and marquees would be retained as iconic landmarks and major features of the Project. New Site signage would include building identification, wayfinding, and security markings. Commercial signage would be similar to other existing streetfront commercial signage in the Project area. Pedestrian areas would be well-lighted for security. Accent lighting is proposed to complement building architecture. Any pole-mounted light fixtures located on-site or within the adjacent public rights-of-way would be shielded and directed towards the areas to be lit and away from adjacent sensitive uses. As such, the signage would be intended to serve the on-site Project activities, consistent with the provisions of the Hollywood Signage Supplemental Use District. No off-site signage is proposed.

9. Site Security

In addition to private security operated by the Palladium, the Project would provide an extensive security program, 24 hours per day/seven days per week, to ensure the safety of its residents, hotel guests and other Site visitors. The residential and/or residential/hotel buildings would include controlled access for the safety of Site residents and visitors. Security features to assist in crime prevention efforts and to reduce the

demand for police protection services would include building access/design; lighting of building and courtyard entryways and public areas; staff training in safety procedures; 24-hour video surveillance; and fulltime security personnel. Security personnel duties 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. The Palladium would continue to provide private security for its events including crowd management and oversight that ensures safe use of the facilities and the Project Site.

10. Sustainability Features

The Project would be designed to meet the standards for Leadership in Energy and Environmental Design (LEED) "Silver" level certification by the U.S. Green Building Council or equivalent through the incorporation of green building techniques and other sustainability features. A sustainability program would be prepared and monitored by an accredited design consultant to provide guidance in Project design, construction and operations; and to provide performance monitoring during Project operations to reconcile design and energy performance and enhance energy savings. Some of the Project's key design features that would contribute to energy efficiencies include the use of glass/window areas for ventilation and daylight accessibility, and landscaping of roof decks. Other building features would include such items as stormwater retention; installation of heating, ventilation, and air conditioning (HVAC) systems that utilize ozone-friendly refrigerants; use of materials and finishes that emit low quantities of volatile organic compounds (VOCs); use of high efficiency fixtures and appliances, water conservation features; and recycling of solid wastes. The Project would be designed to 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.

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 proposed 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.

11. Anticipated Construction Schedule

Construction of the Project is anticipated to begin in early 2015 and be completed by the end of 2017. To provide for the new development, approximately 234,000 cubic yards of soil would be excavated, all of which is expected to be exported off-site.

F. NECESSARY APPROVALS

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

- Vesting Tentative Tract Map to create ground and air lots, including potential street vacation of El Centro Avenue and haul route approval;

- Site Plan Review;
- General Plan Amendment to amend Hollywood Community Plan Land Use Designation Map to add a footnote that reconfirms the Project Site as Regional Commercial and is consistent with the requested [Q] Condition in the zoning designation for the Project Site;
- Zone Change from [Q]C4-2D-SN to [Q]C4-2D-SN that would amend the Site's zoning conditions to confirm that the maximum floor area ratio is 6.0:1, and to require the Applicant to nominate the Palladium as a Historic-Cultural Monument in accordance with the City's Cultural Heritage Ordinance upon the issuance of a building permit for the Project, and confirmation of the existing C4-2D zoning and [Q] Conditions;
- Conditional Use Permits to allow the sale of alcoholic beverages for on-site and off-site consumption for the Project (recognizing that the existing Hollywood Palladium already has a deemed-approved Conditional Use Permit for alcohol);
- Conditional Use Permit to allow a hotel in the C4 zone within 500 feet of an R zone;
- Conditional Use Permit to allow Floor Area Averaging between the Project Site's two parcels;
- Zoning Administrator Interpretation to specify the front, rear, and side yards of the Project;
- Zoning Administrator Interpretation regarding parking stall dimensions under Municipal Code section 12.2.1-A.5(m) and mechanical parking lifts;
- Zoning Administrator Interpretation to allow rooftop outdoor dining;
- Demolition permits;
- Grading, excavation, foundation, and associated building permits; and
- Other permits and approvals as deemed necessary, including possible legislative approvals as required by the City to implement the Project.

ATTACHMENT B

EXPLANATION OF CHECKLIST DETERMINATIONS

ATTACHMENT B: EXPLANATION OF CHECKLIST DETERMINATIONS

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

I. AESTHETICS.

Would the project:

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

Potentially Significant Impact. 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 Hollywood Palladium building (Palladium) located on the Project Site also contributes to the visual character of the area.

The proposed Project would replace vacant land area within the Project Site with new development including two buildings that would be up to 28 stories and approximately 350 feet in height, 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 Environmental Impact Report (EIR).

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

Potentially Significant Impact. The Project Site is not located within a designated City or State scenic highway or associated view corridor. However, Sunset Boulevard has scenic value to the City of Los Angeles due to the historic resources and sites of interest in the area. The introduction of new 28-story structures may affect views of scenic resources along Sunset Boulevard, including views of the Palladium. Therefore, it is recommended that potential impacts associated with this issue be analyzed further in an EIR.

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

Potentially Significant Impact. The existing visual character of the Project Site is currently characterized by the Streamline Moderne Palladium building and the large expanses of surface parking that occupy the remainder of the site. The Project vicinity includes a variety of urban development including a mixed-use blend of commercial, studio/production, office, entertainment, and higher-density residential uses. Notable

uses along Sunset Boulevard include the CBS Columbia Square Studio/Office Complex and the Sunset/Gower Studios to the east, the Nickelodeon Studio to the immediate south; and the Sunset Media Tower, Sunset/Vine Tower and ArcLight Cinerama Dome to the west. Hollywood Boulevard tourist and entertainment uses are located north and, predominantly, northwest of the Project Site.

The Project would replace the existing parking lot with residential, commercial, and possibly hotel uses in two 28-story buildings with associated lower-rise building elements at the southwest corner and northern edge of the Site. This development would alter the visual character of the Site and its surroundings. Therefore, 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. During nighttime hours, 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. Traffic on local streets also contributes to high ambient light levels in the area. The Project would introduce new sources of nighttime illumination for architectural highlighting, parking, signage and security purposes, some of which may be visible from some nearby off-site vantages. In addition, the Project would introduce new building surface materials on the Site. Further evaluation of the potential for, and significance of, glare impacts from the Project is recommended in an EIR.

II. AGRICULTURE AND FOREST RESOURCES.

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

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

No Impact. The Project Site is not located on designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program.[1] Therefore, the Project would not convert Farmland to non-agricultural uses. Further analysis of this issue is not necessary and no mitigation measures would be required.

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

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

No Impact. The Project Site is designated Regional Center Commercial in the General Plan and is zoned C4, Commercial Use, which also allows R5 high-density uses by right in Regional Center-designated areas. Agricultural uses are not permitted within the C4 zone, and the Project Site is not enrolled in a Williamson Act contract. Further, no agricultural zoning is present in the surrounding area, and no nearby lands are enrolled under the Williamson Act. Therefore, the Project would not conflict with existing zoning for agricultural use or a Williamson Act contract. Further analysis of this issue is not necessary and no mitigation measures would be required.

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

No Impact. As described in Section II.b, the Project Site is zoned for high density commercial/residential uses. The urbanized area surrounding the Project Site is similarly zoned for commercial uses. Therefore, the proposed Project would not conflict with existing zoning, or cause the rezoning of forest land, timberland, or timberland production land. Further analysis of this issue is not necessary and no mitigation measures would be required.

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

No Impact. The Project Site is located within a built, urbanized area and no forest lands exist within the Project vicinity. Further analysis of this issue is not necessary and no mitigation measures would be required.

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

No Impact. No agricultural resources or operations currently exist on or near the Project Site, which is located in Hollywood, a highly urbanized regional center. Therefore, the proposed Project would not involve changes in the existing environment that would result in the conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. Further analysis of this issue is not necessary and no mitigation measures would be required.

III. AIR QUALITY.

The significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project result in:

a. Conflict with or obstruct implementation of the SCAQMD or Congestion Management Plan?

Potentially Significant Impact. The Project Site is located within the 6,600-square-mile South Coast Air Basin (Basin). The South Coast Air Quality Management District (SCAQMD), together with the Southern California Association of Governments (SCAG), is responsible for formulating and implementing air pollution control strategies throughout the Basin. The Congestion Management Plan for Los Angeles County, prepared

by the County Transportation Commission, is reviewed by SCAG, and integrated into the Regional Transportation Plan through SCAG's regular update cycle. The CMP interlinks with and is consistent with the SCAQMD Air Quality Management Plan (AQMP). The current AQMP was adopted December 7, 2012 and outlines the air pollution control measures needed to meet Federal particulate matter ($PM_{2.5}$) standards by 2015 and ozone (O_3) standards by 2024. The AQMP also proposes policies and measures currently contemplated by responsible agencies to achieve Federal standards for healthful air quality in the Basin that are under SCAQMD jurisdiction. In addition, the current AQMP addresses several Federal planning requirements and incorporates updated emissions inventories, ambient measurements, meteorological data, and air quality modeling tools from that included in earlier AQMPs. The proposed Project would support and be consistent with several key policy directives set forth in the AQMP. For example, the Project would provide for new residential uses in proximity to commercial and entertainment activities as well as a large range of employment opportunities, locate new development in proximity to existing transit facilities including access to a nearby subway station, and would redevelop a site already served by existing infrastructure. Notwithstanding these attributes, the Project would increase the amount of traffic in the area and would consequently generate operational air emissions that could affect implementation of the AQMP. Pollutant emissions resulting from construction of the proposed Project would also have the potential to affect implementation of the AQMP. Therefore, it is recommended that this issue be analyzed further in an EIR.

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

Potentially Significant Impact. As indicated in Section III. a, above, the Project Site is located within the Basin, which is characterized by relatively poor air quality. State and Federal air quality standards are often exceeded in many parts of the Basin, with Los Angeles County among the highest of the counties that comprise the Basin in terms of non-attainment of the standards. The Basin is currently in non-attainment for O_3, $PM_{10,}$ and $PM_{2.5}$ of Federal and State air quality standards. As discussed in Section III. a, above, the Project would result in increased air emissions associated with construction and operation. Therefore, it is recommended that this issue be analyzed further in an EIR.

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

Potentially Significant Impact. As discussed in Section III. a, above, the Project would result in increases in air emissions from construction and operation in a Basin that is currently in non-attainment of Federal and State air quality standards for O_3, $PM_{10,}$ and $PM_{2.5.}$ Therefore, it is recommended that this issue be analyzed further in an EIR.

d. Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. The proposed Project is located in a mixed-use area with residential uses and other sensitive receptors in proximity to the Project Site. Construction activities and operation of the proposed uses could increase air emissions above current levels, potentially affecting nearby sensitive receptors. Therefore, it is recommended that this issue 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 proposed Project involves the development of residential retail and perhaps hotel uses, and would not introduce any major odor-producing uses that would have the potential to affect a substantial number of people. Only limited odors associated with Project operation would be generated by on-site waste generation and storage, and the use of certain cleaning agents, all of which would be consistent with surrounding land uses. In addition, activities and materials associated with construction would be typical of construction projects of similar type and size. Any odors that may be generated during construction of the Project would be localized and temporary in nature, and would not be sufficient to affect a substantial number of people or result in a nuisance as defined by SCAQMD Rule 402. Impacts with regard to odors would be less than significant. Further analysis of this issue is not necessary and no mitigation measures would be required.

IV. BIOLOGICAL RESOURCES.

Would the project:

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

No Impact. The Project Site is located in a highly urbanized area and is occupied by the existing Palladium building and paved surface parking. There is limited ornamental landscaping on the site, largely limited to a variety of palm trees (e.g., Mexican fan palms on the site and Canary Island date palms along the street frontages). Because of the urbanized nature of the Project Site and surrounding area, the site does not support habitat for candidate, sensitive, or special status species. Therefore, no impacts to candidate, sensitive, or special status species would occur. Further analysis of this issue is not necessary and no mitigation measures would be required.

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

No Impact. As discussed in Section IV. a, above, the Project Site and surrounding area are located in an urbanized environment. The Project Site does not contain any riparian habitat or other sensitive natural communities as indicated in the City or regional plans or in regulations by the CDFG or USFWS. Furthermore, the Project Site is not located in or adjacent to a Significant Ecological Area (SEA) as defined by the City of Los Angeles.[2] Therefore, the Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community. Further analysis of this issue is not necessary and no mitigation measures would be required.

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

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

No Impact. The Project Site lies in an urban area and currently contains the existing Palladium building and associated parking. The surrounding area has been developed with highly urbanized and highly populated 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 proposed Project would not have an adverse effect on Federally protected wetlands. Further analysis of this issue is not necessary and no mitigation measures would be required.

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

No Impact. As stated above in Section IV.a, the Project Site is fully urbanized with an existing building and paved hardscape areas. Because of the 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 site does not contain substantial habitat for native resident or migratory species, or native nursery sites. Therefore, the proposed Project would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native nursery sites. `Further analysis of this issue is not necessary and no mitigation measures would be required.

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)?

No Impact. There are a number of decorative/ornamental trees located within the Project Site and along the public street frontages facing the Project Site. No locally protected biological resources, such as oak trees or California walnut woodlands, or other trees protected under the City of Los Angeles Protected Tree Ordinance (Chapter IV, Article 6 of the Los Angeles Municipal Code), exist on the site. The Project would incorporate a landscape plan, which would include the planting of a large number of trees , as well as new shrubs and groundcover at Project entrances, Project courts/pedestrian ways and roof-top terraces. In addition, any street trees removed as part of the Project would be replaced in accordance with the City of Los Angeles Street Tree Ordinance. Therefore, the Project would not conflict with local policies or ordinances protecting biological resources. Further analysis of this issue is not necessary and no mitigation measures would be required.

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

No Impact. As discussed in Section IV. a, above, the Project Site is located within an established urbanized environment and does not provide habitat for any sensitive biological resources. The Project Site is not located within a habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan. Therefore, the proposed Project would not conflict with the provisions of any adopted conservation plan. Further analysis of this issue is not necessary and no mitigation measures would be required.

V. CULTURAL RESOURCES.

Would the project:

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

Potentially Significant Impact. The Project Site encompasses approximately 3.6 acres (154,655 square feet) of land area and is currently occupied by the Palladium and associated surface parking. The Palladium, opened in 1940 with a concert by Frank Sinatra and the Tommy Dorsey Orchestra, has continually served as an entertainment, event, and broadcast venue since that time. As such, the building meets the 50-year age threshold of the National Register of Historic Resources and the 45-year age guideline of the California Register of Historical Resources. The building appears eligible for nomination as a historical resource due to its association with the development of popular and social culture in Hollywood ("entertainment context"), as an excellent example of Moderne architecture in Los Angeles, and as a product of master architect Gordon B. Kaufman. Further, the Project vicinity contains a large number of historic resources. The Project proposes to enhance the Palladium for future use as well as improve its character defining features. Nevertheless, the Project would add new development, including two 28-story buildings to the Project Site, along with lower height building components at the Project edges, thus affecting the character of the setting for the Palladium building and nearby Project vicinity, which includes historic resources. Further, "D" limitations that are applicable to the Project site require that development with FARs exceeding 3.0:1 on the southern part of the Project site facing Sunset Boulevard, or 1.5:1 on the northern side of the Project Site facing Selma Avenue, be subject to historic preservation review with approval by the Office of Historic Resources. While the Applicant is proposing as part of the Project, that the D Development Limitation be amended to confirm that the maximum floor area ratio is 6.0:1 and to require the Applicant to nominate the Hollywood Palladium theater building a Historic-Cultural Monument in accordance with the Los Angeles Cultural Heritage Ordinance upon issuance of a building permit for the project, this issue should be evaluated further in an EIR.

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

Potentially Significant Impact Unless Mitigation Incorporated. The Project site is located within a highly urbanized environment, and the entire site has been subject to disruption over the years. The Project Site currently contains the Palladium building and a related large, paved parking lot that wraps around the building. Thus, surficial archaeological resources that may have existed at one time have likely been previously disturbed. However, the Project proposes excavation for subterranean parking and building foundations that would extend into native soils, and excavation has the potential to uncover previously unknown resources. The potential for uncovering such resources is routinely addressed through the implementation of City required mitigation measures, consistent with State regulations. Such measures require site monitoring and treatment and/or curation of resources recovered, which would avoid significant impacts. However, to verify the Site conditions, and identify the appropriate mitigation measures, it is recommended that further analysis of this issue be included in an EIR.

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

Potentially Significant Impact Unless Mitigation Incorporated. Paleontological resources are known to occur in the greater Project vicinity, and within recent alluvial deposits of the type known to lie below the

Project Site. As indicated above, while the Project Site was previously disturbed by grading and building activities, the Project would require additional excavation for subterranean parking and building foundations that would extend into native soils that might potentially contain paleontological resources. The potential for uncovering such resources is routinely addressed through the implementation of mitigation measures. Such measures require site monitoring and treatment and/or curation of resources, as appropriate. Therefore, after mitigation significant impacts would not occur. However, to verify the Site conditions, and identify the appropriate mitigation measures, it is recommended this issue be evaluated in an EIR.

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

Potentially Significant Impact Unless Mitigation Incorporated. No known traditional burial sites or other type of cemetery usage has been identified within the Project Site. In addition, as indicated above, the site has been previously graded and developed. Nonetheless, the Project Site would require excavation that would extend into native soils. A number of regulatory provisions address the handling of human remains inadvertently uncovered during excavation activities. These include State Health and Safety Code Section 7050.5, Public Resources Code 5097.98, and CEQA Guidelines Section 15064.5(e). Pursuant to these codes, mitigation measures for site monitoring and treatment of human remains are routinely implemented to avoid significant impacts. However, to identify the appropriate mitigation measures, it is recommended that this issue be evaluated in an EIR.

VI. GEOLOGY AND SOILS.

In addition to other sources cited below, the responses to questions regarding Geology and Soils are based on information included in a Soils and Geology Issues Report by Geotechnologies, Inc.[3]

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 Unless Mitigation Incorporated. Fault rupture is the displacement that occurs along the surface of a fault during an earthquake. Based on criteria established by the California Geological Survey (CGS), faults can be classified as active, potentially active, or inactive. Active faults are those that have shown evidence of movement within the past 11,000 years (i.e., during the Holocene Epoch). Potentially active faults are those that have shown evidence of movement between 11,000 and 1.6 million years ago (i.e., during the Pleistocene Epoch). Inactive faults are those that have not exhibited displacement younger than 1.6 million years before the present. Additionally, there are blind thrust faults, which are low angle reverse faults with no surface exposure. Due to their buried nature, the existence of blind thrust faults is usually not known until they produce an earthquake.

[3] *Geotechnologies, Inc. Environmental Impact Report, Soils and Geology Issues – Proposed Mixed-Use Development – 6201West Sunset Boulevard, Hollywood, California. June 24, 2013.*

The seismically active region of Southern California is crossed by numerous active and potentially active faults and is underlain by several blind thrust faults. The CGS has established earthquake fault zones known as Alquist-Priolo Earthquake Fault Zones around the surface traces of active faults to assist cities and counties in planning, zoning, and building regulation functions. These zones, identified in Special Publication 42, identify areas where potential surface rupture along an active fault could prove hazardous and identify where special studies are required to characterize hazards to habitable structures. In addition, the City of Los Angeles General Plan Safety Element has designated fault rupture study areas. The Project Site is not located within an Alquist-Priolo Earthquake Fault Zone.[4] However, the site is located at the edge of a City-designated fault rupture study area, and south of the Hollywood Fault which is considered an active fault in the Project area. The State of California and City of Los Angeles have adopted regulations to avoid significant geologic impacts from the construction of new buildings. Pursuant to these regulations, developers must prepare Geotechnical Reports for approval by the Department of Building and Safety that identify geologic and soils conditions; and that recommend safe design and construction features to assure structural safety. Application of these regulatory procedures would avoid significant impacts associated with potential fault conditions. In order to properly disclose the Project's relationship to fault rupture study areas and identify appropriate mitigation measures to avoid significant impacts, it is recommended that this issue be analyzed further in an EIR.

ii. Strong seismic ground shaking?

Potentially Significant Impact Unless Mitigation Incorporated. The Project Site is located within the seismically active Southern California area. It is also located approximately 0.5 miles south of the active Hollywood Fault. For these reasons, the Project Site would be subject to shaking during earthquake events. The level of ground shaking that would be experienced at the Project Site from the Hollywood Fault or any other active faults in the region would be a function of several factors including earthquake magnitude, type of faulting, rupture propagation path, distance from the epicenter, earthquake depth, duration of shaking, site topography, and site geology. As described above, the proposed Project design would be required to comply with State and City regulations for the protection of public safety. The application of such regulations as Project mitigation would avoid significant impacts. However, becauseof 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 issue be analyzed further in an EIR.

iii. Seismic-related ground failure, including liquefaction?

Potentially Significant Impact Unless Mitigation Incorporated. 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.

[4] *http://www.quake.ca.gov/gmaps/ap/ap_maps.htm, accessed on January 29, 2013.*

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, as reported in the Draft EIR for the Hollywood Community Plan Update. If liquefiable soils were present on the Project Site, they would be discovered through soils samplings that would be required as a component of a Geotechnical Report and mitigating design features would be required to avoid significant impacts. Thus, while significant impacts would not occur with mitigation, 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?

Less Than Significant Impact. The Project Site and surrounding area is relatively flat and lie outside of the City-designated Landslide Inventory and Hillside Areas mapped in the General Plan Safety Element. The Project Site is also located outside of landslide areas as mapped by the California Division of Mines and Geology, as reported in the Draft EIR for the Hollywood Community Plan Update. Further, land surrounding the Project Site is entirel paved and/or developed. Therefore, the Project is not susceptible to landslides. During excavation, steep earthen slopes would require shoring and/or other reinforcement measures would be implemented, and no landslide conditions would be exacerbated. Further analysis of this issue is not necessary and no mitigation measures would be required.

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

Less Than Significant Impact. As the existing Site consists of developed areas and paving there is virtually no topsoil on the Project Site and negligible potential for the loss of top soil. However, the Project would require up to approximately 234,000 cubic yards of subterranean soil to be excavated and exported off-site. Construction activities associated with the Project have the potential to result in minor soil erosion as a result of soil stockpiling with subsequent siltation, and conveyance of other pollutants into municipal storm drains. In addition, the change in on-site drainage patterns resulting from the proposed Project could also result in limited soil erosion. Thus, while impacts on soil erosion are expected to be less than significant, it is recommended that the potential for soil erosion resulting from construction and operation of the Project be analyzed further in an EIR, as discussed further in Section IX.c, regarding drainage impacts, below.

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

Potentially Significant Impact Unless Mitigation Incorporated. As discussed above in Section VI.a.iv, above, the Project Site is not susceptible to landslides; however, as discussed in Section VI.a.iii, the Project Site is located in a designated liquefaction potential hazard area as defined by the City in its General Plan Safety Element. It is not so designated in the City's Zimas site information system. Subsidence occurs when fluids from the ground (such as petroleum and groundwater) are withdrawn. Since the site is not located within a known oil field, subsidence associated with extraction activities is not anticipated. However, the analysis of seismic hazards identified in Sections VI.a.i through iv, above, indicates that an EIR should address site stability and foundation considerations appropriate to the site's underlying geological conditions, and identify applicable mitigation measures to avoid significant impacts.

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 Unless Mitigation Incorporated. 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 mitigation measures to avoid significant impacts. Therefore, as discussed above, further analysis of this issue in an EIR is recommended.

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

No Impact. The Project Site is located in an established urbanized environment where wastewater infrastructure is currently in place. The proposed Project would connect to existing infrastructure and would not use septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur. Further analysis of this issue is not necessary and no mitigation measures would be required.

VII. GREENHOUSE GAS EMISSIONS.

Would the project:

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

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

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

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

VIII. HAZARDS AND HAZARDOUS MATERIALS.

Would the project:

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

Less Than Significant Impact. Construction of the Project would involve the temporary use of hazardous substances in the form of paint, adhesives, surface coatings and other finishing materials, and cleaning agents, fuels, and oils. All materials would be used, stored, and disposed of in accordance with applicable laws and regulations and manufacturers' instructions. Furthermore, any emissions from the use of such materials would be minimal and localized to the Project Site. Operation of the retail and residential, and, if applicable under Option 2, hotel uses would involve the use and storage of small quantities of potentially hazardous materials in the form of cleaning solvents, painting supplies, pesticides for landscaping, and pool maintenance. The use of these materials would be in small quantities and in accordance with the manufacturers' instructions for use, storage, and disposal of such products. Therefore, neither construction nor operation of the proposed Project would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Further analysis of this issue is not necessary and no mitigation measures would be required.

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

Potentially Significant Impact. According to the City of Los Angeles Department of Building and Safety, the proposed Project 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.[5] A Phase I Environmental Site Assessment (Phase I Assessment) was conducted for the Project Site, which indicates that a gasoline station was formerly located on the southwestern portion of the property between 1938 and 1961.[6] The Phase I Assessment also indicates that asbestos-containing material (ACM) and lead-based Paint (LBP) may be present on the Project Site. Former underground storage tanks (USTs) associated with the gasoline station consist of a 2,000-gallon UST, two 1,000-gallon gasoline USTs, and one 120-gallon waste oil UST. These USTs were abandoned in place in 1961. A subsurface investigation of the service station area conducted by Beacon Environmental in 2000 did not detect significant indications of soil impacts, and a closure letter was issued by the Los Angeles Fire Department (LAFD). However, the presence of three monitoring wells on the property suggests that other subsurface investigations have occurred on the property and these may indicate potential groundwater impacts. The Phase I Environmental Site Assessment recommended that the purpose of the onsite groundwater monitoring wells be further investigated to determine whether they are still necessary. If it can be determined that the wells are not associated with any ongoing investigation, they should be properly abandoned in accordance with applicable regulations and guidelines. In order to address this condition further, and the potential occurrence of ACM and LBP materials, it is recommended that this issue be analyzed further in an EIR.

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

[6] *Phase I Environmental Site Assessment of The Hollywood Palladium. ATC Associates Inc., October 18, 2012.*

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

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

Potentially Significant Impact. Government Code Section 65962.5, amended in 1992, requires the California Environmental Protection Agency (CalEPA) to develop and update annually the Cortese List, which is a list of hazardous waste sites and other contaminated sites. While Government Code Section 65962.5 makes reference to the preparation of a list, many changes have occurred related to web-based information access since 1992 and information regarding the Cortese List is now compiled on the websites of the Department of Toxic Substances Control (DTSC), the State Water Resources Control Board, and CalEPA. The DTSC maintains the EnviroStor database, which includes sites on the Cortese List and also identifies potentially hazardous sites where cleanup actions (such as a removal action) or extensive investigations are planned or have occurred. The database provides a listing of Federal Superfund sites (National Priorities List [NPL]); State Response sites; Voluntary Cleanup sites; and School Cleanup sites. GeoTracker is the State Water Resources Control Board's data management system for managing sites that impact groundwater, especially those that require groundwater cleanup (Underground Storage Tanks, Department of Defense, Site Cleanup Program) as well as permitted facilities such as operating USTs and land disposal sites.

Based on a recent review of the EnviroStor and GeoTracker databases, the Project Site is not identified on any of the above lists.[7] [8] No off-site facilities were listed on the databases reviewed that would appear to present an environmental concern for the Project Site. The Project Site is also not listed on CalEPA's list of sites with active Cease and Desist Orders (CDO) or Cleanup and Abatement Orders (CAO) or list of contaminated solid waste disposal sites.[9] However, the Phase I Assessment indicates that the site is listed on

[7] *Department of Toxic Substances Control, Envirostor Database at http://www.envirostor.dtsc.ca.gov/public; Accessed January 17, 2013.*

[8] *State Water Resources Control Board. https://geotracker.waterboards.ca.gov; Accessed January 17, 2013.*

[9] *CalEPA's List of Active CDO and CAO sites; online at http://www.calepa.ca.gov/SiteCleanup/CorteseList/CDOCAOList.xls; Accessed January 17, 2013.*

the HAZNET database as having generated asbestos containing wastes, which may or may not indicate the presence of a concern at this time. As the site is listed on the HAZNET database, and for the UST related issues discussed under Section VIII.b, above, it is recommended that this issue be analyzed further 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 result in a safety hazard for people residing or working in the project area?

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

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

No Impact. There are no private airstrips in the vicinity of the Project Site and the site is not located within a designated airport hazard area. Therefore, the Project would not result in airport-related safety hazards for the people residing or working in the area. No impact would occur in this regard.

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

Potentially Significant Impact. The Project is located in a dense urban area with high levels of local and regional traffic activity as well as frequent street closures related to special events. While it is expected that the majority of construction activities for the Project would be confined on-site, short-term construction activities may temporarily affect access on portions of adjacent streets during certain periods of the day. In addition, the Project would generate traffic in the Project vicinity and would result in some modifications to access from the streets that surround the site. Further, the Project would contribute population to the Project area and could affect requirements and procedures necessitated by an emergency event. Thus, it is recommended that this issue be analyzed further in an EIR.

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 a highly urbanized environment. No wildlands are present on the Project Site or surrounding area. Furthermore, the Project Site is not designated as a wildfire hazard area by the City of Los Angeles.[10] Therefore, the proposed Project would not expose people or structures to a significant risk involving wildland fires. Further analysis of this issue is not necessary and no mitigation measures would be required.

[10] *City of Los Angeles General Plan Safety Element, Exhibit D, adopted by the City Council, November 26, 1996.*

IX. HYDROLOGY AND WATER QUALITY.

Would the proposal result in:

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

Potentially Significant Impact Unless Mitigation Incorporated. Construction of the Project would require earthwork activities, including excavation and grading of the site. During precipitation events in particular, construction activities associated with the Project would have the potential to result in minor soil erosion during grading and soil stockpiling, subsequent siltation, and conveyance of other pollutants into municipal storm drains. In addition, given the new uses and improvements proposed as part of the Project, associated water quality impacts could occur. The Project would be required to implement design features and regulatory mechanisms to avoid significant impacts to water quality standards and waste discharge requirements. However, it is recommended that this issue be analyzed further in an EIR to disclose the potential impacts and identify the appropriate mitigation measures that would be necessary to avoid the significant impacts.

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

Less Than Significant Impact. Los Angeles Department of Water and Power (LADWP) is the water purveyor for the City. Water is supplied to the City from three primary sources including groundwater. In 2009 – 2010 LADWP had an available water supply of roughly 550,000 acre-feet (AF), with approximately 14 percent coming from local groundwater.[11] Groundwater levels in the City of Los Angeles are maintained through an active process via spreading grounds and recharge basins. Although open spaces do allow for seepage of water into smaller unconfined aquifers, the larger groundwater sources within the City of Los Angeles are actively recharged and supply the City with its water supply.

As the Project Site has been developed and currently contains the Palladium building and adjacent hardscape/paved parking areas, the site does not currently provide opportunity for recharge of groundwater. The proposed recharge on the Project Site would be similar to the 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.

The Soils and Geology Issues Report by Geotechnologies, Inc., cited above, reviews known information regarding groundwater levels at the Project site. As indicated therein, the historic high groundwater level at the Project Site has been reported to be about 60 feet bgs however, site borings at the Project Site identified moisture, likely seepage, in the range of 42 to 61 feet bgs.[12] The encountered seepage most likely consists of

[11] *2010 Urban Water Management Plan, Adopted May 3, 2011, City of Los Angeles Department of Water and Power.*

[12] *Geotechnologies, Inc. Environmental Impact Report, Soils and Geology Issues – Proposed Mixed-Use Development – 6201West Sunset Boulevard, Hollywood, California. Draft, May 2013.*

water that has become trapped within more permeable soil lenses or layers below the site. The encountered water is not believed to represent a groundwater table. Nevertheless, subject to final Project design, the construction level may extend into the moisture zone or groundwater level. If this were to occur, a dewatering system and/or special foundation and slab design would be required pursuant to RWQCB requirements. However, groundwater extraction from such a dewatering system, if it were required, would be minimal and would not affect the long-term water table conditions. Therefore, potential impacts due to depletion of groundwater supplies would be less than significant.

In summary, the proposed Project would not substantially deplete groundwater supplies or result in a substantial net deficit in the aquifer volume or lowering of the local groundwater table. Impacts would be less than significant. Further analysis of this issue is not necessary and no mitigation measures would be 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?

Potentially Significant Impact. Construction of the proposed Project would temporarily alter the existing drainage pattern of the Project Site, particularly during excavation and grading activities. If a precipitation event were to occur during these activities, exposed sediments may be carried off-site and into the local storm drain system, thus increasing siltation. In addition, the change in on-site drainage patterns resulting from the proposed Project could also result in limited soil erosion. Therefore, it is recommended that this issue be analyzed further in an EIR.

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

Potentially Significant Impact. While the Project Site is under construction, the rate and amount of surface runoff generated at the Project Site would fluctuate. However, because the construction period is temporary and an on-site storm drain system would be constructed in conjunction with the development, the potential for flooding during construction would be less than significant. The Project Site is generally flat and nearly entirely developed with buildings and paved services. Changes in Project run-off would be minimal and the Project would implement site drainage features pursuant to the City's Low Impact Development Ordinance, which provides for storm water retention to avoid flooding. Nevertheless, the Project would alter the drainage pattern of the site and would need to demonstrate a design that links site drainage to the local drainage network so as not to adversely affect flooding conditions. Therefore, it is recommended that the potential for flooding during operation of the proposed Project be analyzed further in an EIR.

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

Potentially Significant Impact. As discussed in Sections VIII. c and d, above, operation of the proposed Project would alter on-site drainage patterns which could potentially result in flooding issues and additional sources of polluted runoff. Therefore, it is recommended that this issue be analyzed further in an EIR.

f. Otherwise substantially degrade water quality?

Potentially Significant Impact Unless Mitigation Incorporated. As stated in Section IX. a, above, construction activities associated with the Project have the potential to result in minor soil erosion during grading and soil stockpiling, subsequent siltation, and conveyance of other pollutants into municipal storm drains. In addition, given the new uses and improvements proposed as part of the Project, associated water quality impacts could occur. The implementation of design features and regulatory mechanisms would avoid significant impacts to water quality. However, the potential impacts should be identified, as well as appropriate mitigation measures that would be necessary to avoid the significant impacts. Thus, it is recommended that this issue be analyzed further in an EIR.

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

Potentially Significant Impact. The Project Site is mapped by the Federal Emergency Management Agency (FEMA) as located within a 0.2% Annual Chance Flood Hazard Zone, defined as an area with a 0.2% annual chance of flooding in any given year (500-year flood).[13] The site is also located in a 500-year flood zone as delineated by the City.[14] While the site is not located within a 100-year flood area, the Project includes proposed housing within the 500-year zone. Therefore, it is recommended that this issue be analyzed further in an EIR.

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

Potentially Significant Impact. As discussed in Section IX.g, above, although the site is not located within a FEMA-designated or City-designated 100-year flood zone or plain, the Project Site is located within a 0.2% Annual Chance Flood Hazard Zone, defined as an area with a 0.2% annual chance of flooding in any given year (500 year flood).[15] The site is also located in a 500-year flood zone as delineated by the City.[16] Therefore, since the Project includes proposed housing, it is recommended that this issue be analyzed further in an EIR.

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?

Potentially Significant Impact. As discussed in Section IX.g, above, the Project Site is not located within a FEMA-designated or City-designated 100-year flood zone or plain. However, the Project Site is located within a FEMA 0.2% Annual Chance Flood Hazard Zone, defined as an area with a 0.2% annual chance of flooding in any given year (500 year flood).[17] The site is also located in a 500-year flood zone as delineated

[13] *FEMA Mapping Information Platform January 2013. FEMA https://hazards.fema.gov. Accessed January 10, 2013*

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

[15] *FEMA Mapping Information Platform January 2013. FEMA https://hazards.fema.gov. Accessed January 10, 2013*

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

[17] *FEMA Mapping Information Platform January 2013. FEMA https://hazards.fema.gov. Accessed January 10, 2013*

by the City. In addition, the site is mapped within the potential inundation area of the Hollywood Reservoir.[18] More recent and localized information suggests that the Site is not subject to flooding, e.g. the City's ZIMAS system indicates that the Site is not within a flood zone or water course. However, because of the noted plan designations by the City and Project's inclusion of housing, it is recommended that this issue be further discussed in an EIR.

j. Inundation by seiche, tsunami, or mudflow?

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

As discussed above in Section IX.i, the Project Site is located within the potential inundation area of the Hollywood Reservoir.[19] Therefore, it is recommended that the possible effects of a seiche within the Hollywood Reservoir be evaluated within an EIR. 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 site is also located in an area of relatively flat topography, and as such, there is minimal potential for mudflows. Therefore, no impacts would occur due to inundation by tsunami or mudflow, and further analysis of those topics is not required.

X. LAND USE AND PLANNING.

Would the project:

a. Physically divide an established community?

Potentially Significant Impact. The Project Site is located within the Hollywood Community Plan area of the City of Los Angeles. The Project Site currently contains the Palladium building, an entertainment and event venue, with related, adjacent parking. The Project vicinity is highly urbanized and generally built out.

The Project site is located in an 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 high-density 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 east, Nickelodeon Studio to the immediate south; 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. Lower-density residential neighborhoods that include a mix of single-family, bungalow, duplex, and lower scale apartment uses ring Hollywood's commercial center to the southwest, south, and east of the Project site.

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

[19] *Ibid.*

The Project would provide a mix of retail, residential, and Under Option 2, hotel 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 be expected to physically divide an established community. Nonetheless, the Project would add development to the local area, and have a potential effect on land use relationships in the Project vicinity. Therefore, it is recommended that this issue be analyzed further in an EIR.

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

Potentially Significant Impact. The Project Site is located within the Hollywood Community Plan Area in the City of Los Angeles. The Project Site is designated for Regional Center uses within the City of Los Angeles General Plan under the City's Framework Element and Hollywood Community Plan. The site is zoned [Q]C4-2D-SN. The C4 indicates that the site is designated for commercial uses, which includes multiple-dwelling-unit uses. Within areas designated as Regional Center, the residential development can be provided at up to R5 density. The "2D" portion of the designation denotes the Site's height district and application of Development Limitations. The Site is located in Height District 2, a height district that places no limits on building heights in Commercial Zones (except for CR Limited Commercial ones) and generally allows maximum floor area ratios (FARs) of 6.0:1. The Site's "D" Development Limitations set site specific FAR designations for this site. The allowable FAR of development is limited to 4.5:1, except that a project may exceed the 4.5:1 FAR provided it is approved by the City Planning Commission, and the project conforms with the Hollywood Community Plan policies. In the case of this exception, the Height District 2 FAR of 6.0:1 would prevail. Further, "D" limitations require that development subject to historic preservation review have approval of the Office of Historic Resources if the FAR of the project exceeds 3.0:1 on the southern part of the Project site facing Sunset Boulevard, or 1.5:1 on the northern side of the Project Site facing Selma Avenue. The "[Q]" portion of the designation refers to site-specific "Qualifying Conditions" that allow residential development on the Project Site in a mixed-use project, only if the project incorporates a minimum 0.5:1 Floor Area Ratio (FAR) of non-residential uses. (Hotel uses are exempt from this requirement and are permitted in any case.) "SN" designates the Site's location within the Hollywood Signage Supplemental Use District. The site is also located in a Los Angeles State Enterprise Zone; within the Hollywood Redevelopment Plan Area under the auspices of CRA/LA, as well as in an Adaptive Reuse Incentive Area. It is not located within a Historic Preservation Overlay Zone or Specific Plan area.

The proposed Project is consistent with the existing zoning and General Plan, and does not propose an amendment to the C4 zoning. However, the Project proposes a zoning condition to confirm that the maximum floor area ratio is 6.0:1. The existing C4 zoning and [Q] Conditions for the Project Site would also be confirmed. In addition upon approval of the Project at an FAR of 6.0:1 and prior to the issuance of a certificate of occupancy for any residential portion of the Project, the Applicant shall first apply to nominate the Palladium as a Historic-Cultural Monument under the City's Cultural Heritage Ordinance. The Project would also enhance the interior of the Palladium consistent with the Secretary of Interior's Standard for Rehabilitation of historic structures.

Although the Project is consistent with the existing zoning and General Plan, 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 Section IV. Biological Resources above, the Project Site is a currently paved vacant area within the highly urbanized community of Hollywood. The site contains a small amount of ornamental landscaping. The Project Site is not located within a habitat conservation plan or natural community conservation plan. Therefore, the proposed Project would not conflict with the provisions of any adopted conservation plan. Further analysis of this issue is not necessary and no mitigation measures would be required.

XI. MINERAL RESOURCES.

Would the project:

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

No Impact. With regard to Sections XI.a and XI.b, the Project Site is not classified by the City of Los Angeles as an area containing significant mineral deposits, nor is the site designated as an existing mineral resource extraction area by the State of California. Additionally, the Project Site is designated for Regional Center Commercial uses within the City of Los Angeles General Plan Framework and Hollywood Community Plan, 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 would be required.

b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No Impact. See Section XI.a, above.

XII. NOISE.

Would the project result in:

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

Potentially Significant Impact. Construction of the Project would require the use of heavy construction equipment (e.g., bulldozers, backhoes, cranes, loaders, etc.) that would generate noise on a short-term basis. Additionally, operation of the Project may increase existing noise levels as a result of Project-related traffic, heating, ventilating, and air conditioning (HVAC) systems, loading/unloading of trucks, and population activities on the Project Site. As such, nearby sensitive uses, including existing Palladium operations, could

potentially be affected. Therefore, it is recommended that the Project's potential to exceed noise standards be analyzed further in an EIR.

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

Potentially Significant Impact. Construction of the Project may generate groundborne vibration and noise due to site grading, clearing activities, and haul truck travel. In addition, Project construction may require pile driving. As such, the Project would have the potential to expose people to or generate excessive groundborne vibration and noise levels during short-term construction activities. Therefore, it is recommended that this issue be analyzed further in an EIR.

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

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

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

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

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

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

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

No Impact. As stated above, the nearest airport is the Burbank Bob Hope Airport located approximately seven miles north of the Project Site. As such, the Project is not within the vicinity of a private airstrip and would not expose people residing or working in the area to excessive noise levels. No impacts would occur, and further analysis of this issue is not required.

XIII. POPULATION AND HOUSING.

Would the project:

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

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

The Project would not have indirect effects on growth through such mechanisms as the extension of roads and infrastructure. However, the Project would add new residential, visitor, and employment population to the Project Site. The Project would provide up to 731 new housing units under Option 1 and up to 598 under Option 2, with supporting amenities. Both Options would include up to 14,000 square feet of new retail/restaurant space that would provide new employment opportunities. Further, Option 2 would include up to 250 hotel rooms that would generate new Site employment. Therefore, the new site population should be evaluated for consistency with SCAG projections. This issue should be evaluated further in an EIR.

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

No Impact. There is no existing housing located on the Project Site. Thus, the Project would not displace any housing or associated residential population. No impacts would occur. Further analysis of this issue is not necessary and no mitigation measures would be required.

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

No Impact. There are no residential uses on the Project Site. The employee population that currently serves the Palladium site would continue to do so, and would not require relocation for employment at an alternative venue. No impacts would occur. Further analysis of this issue is not necessary and no mitigation measures would be required.

XIV. PUBLIC SERVICES.

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

a. Fire Protection?

Potentially Significant Impact. The Los Angeles Fire Department (LAFD) provides fire protection and emergency medical services in the City of Los Angeles. Three fire stations are located in the vicinity of the Project Site including Fire Station No. 27 at 1327 North Cole Avenue (approximately 0.34 miles from the Project Site); Fire Station No. 82 at 5769 Hollywood Boulevard (approximately 0.59 miles from the Project Site); and Fire Station No. 52 at 4957 Melrose Avenue (approximately 1.39 miles from the Project Site). Fire Station No. 82 was relocated, and a new expanded and upgraded Fire Station was recently constructed with the LAFD moving into the new facility in February 2012.[20] Because the proposed Project would introduce new structures and residents 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. 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. The LAPD is divided into four Police Station Bureaus: Central Bureau, South Bureau, Valley Bureau, and West Bureau. Each of the Bureaus encompasses several communities. The Project Site is located in the West Bureau of the LAPD, which serves the communities of Hollywood, Wilshire, Pacific and West Los Angeles, as well as the West Traffic Division, which includes the neighborhoods of Pacific Palisades, Westwood, Century City, Venice, Hancock Park, and the Miracle Mile. Specifically, the Project Site is served by the Hollywood Community Police Station located at 1358 North Wilcox Avenue (approximately 0.36 miles from the Project Site). Because the proposed Project would introduce new structures and residents to the Project Site, greater demand on LAPD police protection services would be generated and there is potential for impacts on emergency response times. Therefore, it is recommended that potential impacts associated with police protection services be analyzed further in an EIR.

c. Schools?

Potentially Significant Impact. The Project Site is located within the jurisdiction of the Los Angeles Unified School District (LAUSD). Specifically, the Project Site is located in LAUSD District 4. Because the proposed

[20] *Los Angeles Fire Department, Los Angeles Prop F Fire Facilities Bond, Progress Report February – March 2013. While the formal dedication ceremony and public grand opening of Fire Station 82 occurred in June 2012, LAFD personnel and equipment moved into the new station in February 2012.*

Project would introduce new residents to the Project Site, as well as new employees that might move to the area, the Project would generate new students attending nearby LAUSD schools. These new students would contribute to the need for additional school facilities and services. Therefore, it is recommended that potential impacts associated with school facilities and services be analyzed further in an EIR.

d. Parks?

Potentially Significant Impact. The Los Angeles Department of Recreation and Parks (LADRP) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City of Los Angeles. Recreational and park facilities located within two miles of the Project Site include the Hollywood Recreational Center; De Longpre Park; Runyon Canyon Park; Wattles Garden Park; Griffith Park; Barnsdall Park and Recreation Center; Dorothy J. and Benjamin B. Smith Park; Las Palmas Senior Center; Lemon Grove Recreation Center; Lexington Pocket Park; Lexington Pocket Park 2; Poinsettia Recreation Center; Selma Park; Yucca Park; and Plummer Park (located within the City of West Hollywood). Because the proposed Project would introduce new residents to the Project Site, new hotel visitors under Option 2, and new employees that might visit nearby parks, greater demand on existing public recreational and park facilities and services would be generated. The proposed Project would provide a large amount of on-site open space area, 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, spa and pool area. These facilities would reduce the Project's demand for use of existing public recreational and park facilities. Nevertheless, potential residual impacts on park services in the area should be analyzed further in an EIR.

e. Other governmental services (including roads)?

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 0.26 miles 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 6121 Melrose Avenue (approximately 1.2 miles from the Project Site). Because the proposed 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.

The Applicant is looking at opportunities to activate street frontages along the Project edges. One suggestion to accomplish this, and proposed for study, would be to close the segment of N. El Centro Avenue between Sunset Boulevard and the Palladium's existing loading dock to create a public gathering place and a place for public activities during non-peak hour traffic periods. Temporary closure of the street is under consideration. Such potential closure would affect the roadway network in the Project vicinity. Therefore, studies performed to examine the impacts of such closure should address potential effects on the roadway network.

During construction and operation of the Project, other governmental services, including roads, other than as mentioned above, would continue to be utilized. Project residents, patrons, visitors, and employees would otherwise use the existing road network, without the need for new roadways to serve the Project Site. As

discussed below in Section XVI., Transportation/Circulation, the proposed Project could result in an increase in the number of vehicle trips attributable to Project related activities. However, the additional use of roadways would not be excessive and would not necessitate the upkeep of such facilities beyond normal requirements. Therefore, the proposed Project would result in less than significant impacts on other governmental services. Further analysis of other governmental services, other than as noted above, is not necessary and no mitigation measures would be required.

XV. RECREATION.

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

Potentially Significant Impact. As discussed in Section XIV. d, above, because the proposed 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 proposed Project would provide a large amount of open space, and recreational amenities including such features as a spa, gym, and pool area. These Project features have been incorporated into the overall Project design. Therefore, construction of these recreational facilities as part of the proposed Project and the resulting physical effects on the environment are assessed within this Initial Study. Any issues within this Initial Study that are noted as potentially significant will be analyzed further in an EIR.

XVI. TRANSPORTATION/CIRCULATION.

Would the project:

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

Potentially Significant Impact. The Project Site is subject to the Los Angeles Department of Transportation's (LADOT) standards and guidelines regarding trip generation and levels of service (LOS) for the street system. The Project would provide up to 731 new housing units under Option 1 and up to 598 housing units under Option 2. Both Options would include up to 14,000 square feet of new retail/restaurant space that would provide new employment opportunities, with additional employees to serve hotel residents under Option 2. These uses would add traffic to local and regional transportation systems. The nearest freeway is the Hollywood Freeway (US 101), located approximately 0.5 miles north and east of the site. Thus, operation of the Project could adversely affect the existing capacity of the street system or exceed

an established level of service (LOS) standard. Construction of the Project would also result in a temporary increase in traffic due to construction-related truck trips and worker vehicle trips. Therefore, traffic impacts during construction could also adversely affect the street system. Also, as a Project component, the potential closing of the segment of N. El Centro Avenue between Sunset Boulevard and the Palladium's existing loading dock during non-peak hour traffic periods, on a part time or permanent basis, is being evaluated. Such road closure would provide a gathering place for public activities, and would affect traffic patterns in the local vicinity. As the Project's increase in traffic would have the potential to result in a significant traffic impact, it is recommended that this issue be analyzed further in an EIR.

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

Potentially Significant Impact. The 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. MTA 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 MTA'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 proposed Project would generate vehicle trips which could potentially add trips to a freeway segment or CMP intersection. Thus, it is recommended that this issue be analyzed further in an EIR. Caltrans will be sent a copy of the NOP for the EIR and, in coordination with City staff, the applicant will seek Caltrans comments.

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

No Impact. The nearest airport is the Burbank Bob Hope Airport located approximately seven miles north of the Project site. As such, the Project would not result in a change in air traffic patterns including increases in traffic levels or changes in location that would result in substantial safety risks. No impact would occur in this regard.

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

No Impact. The proposed Project does not include any hazardous design features such as sharp curves or dangerous intersections, nor does it propose any hazardous or incompatible uses. Therefore, no impacts would occur. Further analysis of this issue is not necessary and no mitigation measures would be required.

e. Result in inadequate emergency access?

Potentially Significant Impact. Immediate access to the Project vicinity is provided via Argyle Avenue to the west, El Centro Avenue to the east, Selma Avenue to the north, and Sunset Boulevard 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 emergency access on segments of adjacent streets during certain periods of the day. In addition, the Project would generate traffic in the Project vicinity and would

result in some modifications to access from the streets that surround the site. Thus, it is recommended that this issue 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. Several transit providers operate transit service within the area, including bus service provided Metropolitan Transit Authority (Metro), and the Los Angeles Department of Transportation (LADOT). The area is also served by the nearby Metro Red Line station located at Hollywood Boulevard/Vine Street, located one block north of the Project Site, and the Hollywood Boulevard/Highland Avenue station located 0.8 miles from the Project Site. The Metro Red Line service provides service between North Hollywood and Union Station and links with the Orange Line for service to the San Fernando Valley. The Project Site is located within a highly pedestrian-oriented area. It is also located adjacent to a designated Future Bicycle Lane and adjacent to designated Future Bike Friendly Streets in the City's General Plan.[21] The Project would generate new site population and site activity that would generate new public transit uses, and that would change site access conditions, while at the same time proposing pedestrian improvements and facilities for bicycle riders. Therefore, Project impacts on the alternative transit facilities should be evaluated for consistency with the implementation of policies, plans, and programs supporting alternative transportation in an EIR.

XVII. UTILITIES AND SERVICES SYSTEMS.

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

Potentially Significant Impact. The proposed Project would result in new sources of wastewater generated at the Project Site with the development of the new retail uses, residential units and under Option 2, hotel uses, along with related amenity facilities and open space. The incremental quantity of wastewater generated by the Project could potentially result in impacts with respect to wastewater treatment. Therefore, it is recommended that this issue be analyzed further in an EIR.

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

Potentially Significant Impact. The proposed Project consists of new retail uses, residential development, and under Option 2, hotel uses, with related amenities and open space, which would result in an increase in water demand and wastewater generation that may require upgrades to existing utility facilities. Therefore, it is recommended that this issue be analyzed further in an EIR.

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

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

Potentially Significant Impact. The Project Site currently contains the Palladium building and related hardscape/paved parking area. Therefore, site development, which would include drainage enhancement components consistent with the City's Low Impact Development Ordinance, would not be expected to adversely affect local drainage systems. Nevertheless, implementation of the Project would require grading and alterations to the drainage patterns in the vicinity of the Project Site; and would require verification of available capacity in the local drainage system. Therefore, this issue should be evaluated in an EIR.

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

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

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

Potentially Significant Impact. Given the increased development that would occur on the Project Site, the proposed Project would result in an increase in wastewater generation. Therefore, it is recommended that this issue be analyzed further in an EIR.

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

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

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

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

In addition, Los Angeles County continually evaluates landfill disposal needs and capacity through preparation of ColWMP- Annual Reports. Within each annual report, future landfill disposal needs over the next 15-year planning horizon are addressed in part by determining the available landfill capacity.[22]

The City of Los Angeles includes numerous plans, polices and regulations that address the future provision of solid waste services and reductions of the solid waste stream, including the Los Angeles Solid Waste Management Policy Plan, 1993; the General Plan Framework, 1999/2003; the RENEW LA Plan, 2006; the Space Allocation Ordinance (Ordinance No. 171687), 1997; and Green LA Plan, 2007. Among other provisions, these plans/regulations set increased recycling goals, e.g. 70 percent by 2015, and require the provision of recycling areas/rooms in development plans. The City is also developing and implementing the Solid Waste Integrated Resources Plan (SWIRP), a 20-year master plan for the City's solid waste and recycling programs.

The Project would provide up to 731 new housing units under Option 1 and up to 598 housing units under Option 2. Both Options would include up to 14,000 square feet of new retail/restaurant space, as well as site amenities. Further, Option 2 would include up to 250 hotel rooms. Thus, Project development would generate a large amount of construction debris (exported soils, asphalt paving and building construction materials), as well as a large amount of debris due to daily operations in the future. Disposal would occur pursuant to City Ordinances that require the use certified haulers and implementation of practices to recycle exported materials. As the Project may have impacts on the remaining landfill capacity that is monitored in the CoIWMP Annual Reports, and would be required to demonstrate consistency with policies to divert waste from landfills and increase waste recycling, the Project's impacts on landfill capacity should be analyzed in an EIR.

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

Potentially Significant Impact. As described in Section XVII.f, above, there are a number of state, county and city plans and policies that address the availability of sufficient landfill capacity and the diversion/recycling of waste debris. Therefore, the Project's waste generation and consistency with plans and policies to increase diversion of wastes should be evaluated in an EIR.

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

h. Other Utilities and Service Systems?

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

Electricity transmission to the Project Site is provided and maintained by LADWP. Future plans regarding the provision of electrical services are presented in regularly updated *Integrated Resource Plans (IRPs)*. These Plans identify future demand for services and provide a framework for how LADWP plans on continuing to meet future consumer demand. The current IRP is based on a 20-year planning horizon.[23] The LADWP is required to meet operational, planning reserve and reliability criteria, and the resource adequacy standards of the Western Electricity Coordinating Council (WECC) and the North American Electric Reliability Corporation (NERC).

Natural gas is provided to the Project Site by the Southern California Gas Company (SoCal Gas). While SoCal Gas is a private utility company, it is regulated by the California Public Utilities Commission, and provides infrastructure necessary to support existing and future demand for energy services within the community. SoCal Gas is part of an association of energy providers, the California Gas and Electric Utilities that provides the biannual California Gas Report in even numbered years with supplemental reports in the following years. These reports address the supply of and demand for natural gas resources, as well as strategies for reducing the amount of greenhouse gas emissions pursuant to the California Air Resources Board AB 32 Scoping Plan, which describes the approaches California will take to achieve the goal of reducing greenhouse gas emissions to 1990 levels by 2020. The 2012 California Gas Report is the most recently published.[24]

The Project's new housing units, retail uses, hotel rooms with hotel ancillary uses under Option 2, and supporting uses (e.g. recreational uses) would generate new demand for the consumption of energy resources. The consumption of such resources would need to be met through provision of energy by the utility providers in a manner that is consistent with their planned resource availability and consistent with policies for conservation of energy resources and reductions in the emissions of greenhouse gasses. Further, utility infrastructure would need to be available to convey energy resources to the uses on the Project Site. Therefore, the Project's impact on the provision of gas and electricity services, availability of infrastructure to serve the site and consistency with the applicable plans and policies regarding energy services should be studied in an EIR.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-

[23] *LADWP, 2012 Integrated Resources Plan, December 2012.*

[24] *2012 California Gas Report, Prepared by the California Gas and Electric Utilities. July 2012.*

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

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

However, as discussed previously in Section IV, Biological Resources, the proposed Project would not substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal.

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

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

With regard to cumulative impacts for the issues of agricultural resources, biological resources, and mineral resources: the Project Site is located in an urbanized environment and like the Project, other developments occurring in the Project area would occur on previously disturbed, urbanized land. The Project does not contain these resources and therefore could not contribute to a cumulative effect. Further, the related projects would not contribute to such cumulative impacts.

Development of the proposed Project in conjunction with the related projects would cumulatively increase the demand for the Utility topics identified above as not having significant impacts: solid waste disposal, electricity consumption and natural gas consumption. The provision of these services are regional in nature and as indicated in the Project impact analyses above, the service providers have evaluated the demand for these utilities and their ability to meet future demand. These evaluations are incorporated into plans and

strategies for meeting future needs. The plans are updated periodically to identify emerging short-falls in service capacity not previously anticipated and develop strategies to accommodate any shortfalls, should they occur. The plans are inclusive of expected growth, i.e. cumulative development that is occurring within their service areas. Therefore, the information provided above regarding the ability of the service providers to meet the needs of the proposed Project are cumulative analyses that indicate future demand for solid waste disposal, electricity consumption and natural gas consumption can be met for new growth and development. Therefore, cumulative impacts on solid waste disposal would be less than significant.

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

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

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