



City of Los Angeles

Department of City Planning • Major Projects/EIR Analysis Section

City Hall • 200 N. Spring Street, Room 750 • Los Angeles, CA 90012

INITIAL STUDY

Hollywood Community Plan Area

Hollywood & Gower

Case Number: ENV-2016-2849-EIR

Project Location: 6100-6116 W. Hollywood Boulevard, 1633-1649 N. Gower Street, Los Angeles, CA 90028

Council District: 13 – Mitch O’Farrell

Project Description: The Project proposes the demolition of an existing surface parking lot and the construction of a 23-story, approximately 262 foot-tall mixed-use building consisting of approximately 194,140 square feet of residential uses comprising 220 residential apartment units, approximately 4,580 square feet of neighborhood-serving ground-floor restaurant/retail uses, one story of subterranean parking, and four stories of aboveground parking on an approximately one-acre site. The Project’s approximately 198,720 square feet of building area would result in a floor area ratio (FAR) of approximately 4.44:1. On-site parking would provide a minimum of the required 285 vehicular parking spaces and 250 bicycle parking spaces (226 spaces for long-term bicycle parking and 24 spaces for short-term bicycle parking). The Project proposes a minimum of approximately 25,000 square feet of on-site common open space including residential amenities.

The Project Applicant is requesting ministerial and discretionary approvals as part of the Project, including without limitation: (1) Vesting Zone/Height District Change to establish a maximum FAR of 4.5:1; (2) Site Plan Review; (3) Conditional Use Permit for the on-site sale of alcoholic beverages in connection with a proposed ground-floor restaurant; (4) Vesting Tentative Tract Map, including a vacation merger request and haul route approval; (5) Zoning Administrator’s Adjustment to allow zero-foot side and rear yards; (6) Grading, excavation, and building permits; and (7) other permits, ministerial or discretionary, that may be necessary in order to execute and implement the Project.

APPLICANT:
6104 Hollywood, LLC

PREPARED BY:
EcoTierra Consulting, Inc.

ON BEHALF OF:
The City of Los Angeles
Department of City Planning
Major Projects/EIR Analysis Section

November 2016

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I. INTRODUCTION

The subject of this Initial Study is the proposed Hollywood & Gower project (the “Project”), a mixed-use project on an approximately one-acre site in the Hollywood community at the southwest corner of Hollywood Boulevard and Gower Street (the “Project Site”). The Project would involve the demolition of an existing surface parking lot and the construction of a 23-story, approximately 262-foot-tall building consisting of approximately 220 residential apartment units, approximately 4,580 square feet of neighborhood-serving ground-floor restaurant/retail, one story of subterranean parking, and four stories of aboveground parking. The Project Site is located within the Hollywood Community Plan Area of the City of Los Angeles. The City of Los Angeles Department of City Planning is the Lead Agency under the California Environmental Quality Act (CEQA).

1. PROJECT INFORMATION

Project Title: Hollywood & Gower

Project Applicant: 6104 Hollywood, LLC, c/o Metropolitan Life Insurance Company
333 S. Hope Street, Suite 3650
Los Angeles, CA 90071

Project Location: 6100-6116 W. Hollywood Boulevard, 1633-1649 N. Gower Street
Los Angeles, CA 90028

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

2. PURPOSE AND ORGANIZATION OF THE INITIAL STUDY

An Initial Study is a preliminary analysis prepared by and for the City of Los Angeles as Lead Agency to determine whether an Environmental Impact Report or a Negative Declaration or Mitigated Negative Declaration must be prepared for a proposed project.

State CEQA Guidelines Section 15063 states:

- (a) The Lead Agency shall conduct an Initial Study to determine if the project may have a significant effect on the environment. If the Lead Agency can determine that an EIR will clearly be required for the project, an Initial Study is not required but may still be desirable.
 - (1) All phases of project planning, implementation, and operation must be considered in the Initial Study of the project.
 - (2) The lead agency may use an environmental assessment or a similar analysis prepared pursuant to the National Environmental Policy Act.
 - (3) An initial study may rely upon expert opinion supported by facts, technical studies or other substantial evidence to document its findings. However, an initial study is neither intended nor required to include the level of detail included in an EIR.

(b) Results.

- (1) If the agency determines that there is substantial evidence that any aspect of the project, either individually or cumulatively, may cause a significant effect on the environment, regardless of whether the overall effect of the project is adverse or beneficial, the Lead Agency shall do one of the following:
 - (A) Prepare an EIR, or
 - (B) Use a previously prepared EIR which the Lead Agency determines would adequately analyze the project at hand, or
 - (C) Determine, pursuant to a program EIR, tiering, or another appropriate process, which of a project's effects were adequately examined by an earlier EIR or negative declaration. Another appropriate process may include, for example, a master EIR, a master environmental assessment, approval of housing and neighborhood commercial facilities in urban areas, approval of residential projects pursuant to a specific plan described in section 15182, approval of residential projects consistent with a community plan, general plan or zoning as described in section 15183, or an environmental document prepared under a State certified regulatory program. The lead agency shall then ascertain which effects, if any, should be analyzed in a later EIR or negative declaration.
- (2) The Lead Agency shall prepare a Negative Declaration if there is no substantial evidence that the project or any of its aspects may cause a significant effect on the environment.

(c) Purposes. The purposes of an Initial Study are to:

- (1) Provide the Lead Agency with information to use as the basis for deciding whether to prepare an EIR or a Negative Declaration.
- (2) Enable an applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a Negative Declaration.
- (3) Assist in the preparation of an EIR, if one is required, by:
 - (A) Focusing the EIR on the effects determined to be significant,
 - (B) Identifying the effects determined not to be significant,
 - (C) Explaining the reasons for determining that potentially significant effects would not be significant, and
 - (D) Identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of the project's environmental effects.
- (4) Facilitate environmental assessment early in the design of a project;
- (5) Provide documentation of the factual basis for the finding in a Negative Declaration that a project will not have a significant effect on the environment;

- (6) Eliminate unnecessary EIRs; and
 - (7) Determine whether a previously prepared EIR could be used with the project.
- (d) Contents. An Initial Study shall contain in brief form:
- (1) A description of the project including the location of the project;
 - (2) An identification of the environmental setting;
 - (3) An identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries. The brief explanation may be either through a narrative or a reference to another information source such as an attached map, photographs, or an earlier EIR or negative declaration. A reference to another document should include, where appropriate, a citation to the page or pages where the information is found.
 - (4) A discussion of the ways to mitigate the significant effects identified, if any;
 - (5) An examination of whether the project would be consistent with existing zoning, plans, and other applicable land use controls; and
 - (6) The name of the person or persons who prepared or participated in the Initial Study.
- (e) Submission of Data. If the project is to be carried out by a private person or private organization, the Lead Agency may require such person or organization to submit data and information which will enable the Lead Agency to prepare the Initial Study. Any person may submit any information in any form to assist a Lead Agency in preparing an Initial Study.
- (f) Format. Sample forms for an applicant's project description and a review form for use by the lead agency are contained in Appendices G and H. When used together, these forms would meet the requirements for an initial study, provided that the entries on the checklist are briefly explained pursuant to subsection (d)(3). These forms are only suggested, and public agencies are free to devise their own format for an initial study. A previously prepared EIR may also be used as the initial study for a later project.
- (g) Consultation. As soon as a Lead Agency has determined that an Initial Study will be required for the project, the Lead Agency shall consult informally with all Responsible Agencies and all Trustee Agencies responsible for resources affected by the project to obtain the recommendations of those agencies as to whether an EIR or a Negative Declaration should be prepared. During or immediately after preparation of an Initial Study for a private project, the Lead Agency may consult with the applicant to determine if the applicant is willing to modify the project to reduce or avoid the significant effects identified in the Initial Study.

As shown in the following environmental analysis contained in this Initial Study, the implementation of the Project could cause potentially significant impacts on the environment. Consequently, this Initial Study concludes that an EIR shall be prepared for the proposed Project.

3. ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into six sections as follows:

Introduction: This section provides introductory information such as the Project title, the Project Applicant, and the designated Lead Agency for the proposed Project.

Project Description: This section provides a detailed description of the proposed Project including the environmental setting, Project characteristics, related Project information, Project objectives, and environmental clearance requirements.

Initial Study Checklist: This section contains the completed Initial Study Checklist showing the significance level under each environmental impact category.

Environmental Impact Analysis: This section contains an assessment and discussion of impacts for each environmental issue identified in the Initial Study Checklist.

Preparers of the Initial Study and Persons Consulted: This section provides a list of consultant team members and governmental agencies that participated in the preparation of the Initial Study.

Acronyms & Abbreviations: This section includes a list of acronyms and abbreviations used in the Initial Study.

II. PROJECT DESCRIPTION

1. ENVIRONMENTAL SETTING

A. Project Location

The Project Site is located at 6100-6116 W. Hollywood Boulevard and 1633-1649 N. Gower Street in the Hollywood community of the City of Los Angeles (the “City”). The relatively flat Project Site is approximately one acre, and is bounded by Hollywood Boulevard to the north, Gower Street to the east, and commercial uses to the south and west (see Figure II-1, Vicinity and Regional Map). The Project Site consists of four adjoining parcels, which are associated with Assessor parcel numbers 5546-027-004, -016, -017, and -018. The Project Site is currently developed as a surface parking lot, with a wrought-iron security fence running along the perimeter of the site along the adjacent roadways. No plantings or trees occur on site.

Regional access to the Project Site is provided via Hollywood Boulevard and the Hollywood Freeway (US Route 101). The nearest northbound and southbound freeway access to Hollywood Freeway is via Hollywood Boulevard approximately 0.3 mile to the east from the Project Site. Local access to the Project Site is provided via Hollywood Boulevard and Gower Street. The Los Angeles County Metropolitan Transportation Authority (“Metro”) provides local bus service in the Project Site area along Hollywood Boulevard, including Metro Rapid Line 780 and Local Lines 180/181, 212/312, 217, and 222. The City of Los Angeles Department of Transportation (LADOT) also serves the Project Site area with its DASH bus service, including the Hollywood route, Hollywood/Wilshire route, and Beachwood Canyon route. Additionally, the Hollywood/Vine Metro Red Line Station (subway) is located approximately 0.15 mile to the west of the Project Site.

B. Description of Surrounding Areas

The Project Site is located in the highly urbanized and densely populated Hollywood community. The community is characterized by a mix of uses including residential, commercial, entertainment, and public facilities at varying levels of intensity, and the nearby structures vary widely in building style and period of construction. The Project Site is immediately surrounded to the south and west by commercial uses and to the north by Hollywood Boulevard and to the east by Gower Street. Hollywood Boulevard is classified by the City’s Mobility Plan 2035 as an Avenue I roadway, and Gower Street is classified as a Modified Avenue III roadway.

Immediately to the west of the Project Site is the Fonda Theatre, which consists of an approximately 3-story structure fronting Hollywood Boulevard, which increases to approximately 6 stories at the rear of the building. To the west of the Fonda Theatre is a one-story nondescript commercial building and El Centro Avenue. To the south of the Project Site is a one-story commercial office structure followed by an under-construction commercial use and 2-story commercial structure with associated surface parking lot and Selma Avenue. To the southwest of the Project Site is an approximately 2-story commercial structure and a 4-level aboveground parking structure to the south of the commercial structure. To the east of the Project Site across Gower Street are 2-story commercial structures. North of the Project Site across Hollywood Boulevard is a surface parking lot and 1-story commercial structure. Furthermore, the sidewalk along Hollywood Boulevard fronting the Project Site includes a portion of the Hollywood Walk of Fame.



■ Project Site
 Source: Google Maps, October 2016.



The Project Site is located in the vicinity of several notable land uses including the Fonda Theatre, Capitol Records Tower, First Presbyterian Church of Hollywood, Hollywood Palladium, Pantages Theater, and the Taft Building, among others.

C. Existing Site Zoning/Land Use Designation

The Project Site has a General Plan land use designation of Regional Center Commercial under the Hollywood Community Plan. The Los Angeles Municipal Code (“LAMC”) establishes the base zoning for the northern portion of the Project Site as C4-2D-SN (Commercial, Height District No. 2 with “D” Development Limitation, Hollywood Signage Supplemental Use District (“SUD”)). The southern portion of the Site is located outside of the SUD’s boundaries, and has a base zoning of C4-2D. The “D” limitation of the Project Site’s zoning limits the total floor area contained in all buildings to a maximum FAR of 2:1 (per Ordinance No. 165,662, adopted in 1990).

In 2011, the City approved a zone and height district change for the Project Site to allow the development of a mixed-use project, which resulted in the Project Site’s zoning becoming [T][Q]C4-2D-SN and [T][Q]C4-2D, with the [T] and [Q] prefixes and D suffix indicating the particular development conditions associated with that project’s approvals. Those City approvals are the subject of ongoing litigation; accordingly, this Initial Study notes both the Project Site’s underlying base zoning as well as the 2011 zoning for purposes of completeness.

The Project Site is also within the Hollywood Redevelopment Project Area, a Transit Priority Area, Adaptive Reuse Incentive Areas Specific Plan, and within a Freeway Adjacent Advisory area.

2. PROJECT CHARACTERISTICS

A. Density and Floor Area

The Project would involve the demolition of the existing surface parking lot and the construction of a 23-story, approximately 262-foot-tall mixed-use building consisting of approximately 194,140 square feet of residential uses comprising 220 residential apartment units, approximately 4,580 square feet of neighborhood-serving ground-floor restaurant/retail uses, one story of subterranean parking, and four stories of aboveground parking. Following effectuation of a requested vacation merger along Gower Street, the Project Site will include 44,782 square feet of lot area. The Project Site’s C4 zoning, in conjunction with its Regional Center Commercial land use designation, permits density equivalent to the R5 (Multiple Residential) zone, or 1 dwelling unit per 200 square feet of lot area. The Project’s proposed density of 220 dwelling units complies with this limit.

Pursuant to the floor area limits contemplated by the Hollywood Community Plan and Redevelopment Plan for properties designated as Regional Centers, the Project Applicant is requesting a vesting zone and height district change to establish a maximum FAR of 4.5:1 for the Project Site. The Project’s approximately 198,720 square feet of building area would result in a floor area ratio (FAR) of approximately 4.44:1, which complies with this limit. A conceptual site plan is illustrated in Figure II-2, Conceptual Site Plan, and a conceptual rendering of the Project is shown in Figure II-3, Project Rendering. Table II-1, Project Development Summary, summarizes the proposed land uses.



Source: HKS, August 2016.

**Table II-1
Project Development Summary**

Land Use	Amount
Multi-Family Residential Apartments	
Studios	59 du
1-Bedroom	109 du
2-Bedroom	48 du
+2-Bedroom	4 du
Total Residential Apartment Units	220 du
Open Space	
Level 5 Indoor Common Open Space	1,600 sf
Level 5 Outdoor Common Open Space	19,900 sf
Roof Indoor Common Open Space	1,900 sf
Roof Outdoor Common Open Space	1,600 sf
Total Proposed Open Space	25,000 sf
Commercial	
Ground-floor Restaurant/Retail	4,580 sf
<i>du = dwelling units; sf = square feet</i>	
<i>Source: HKS Architects, August 2016.</i>	

B. Open Space

As shown in Table II-1, above, the Project proposes a minimum of approximately 25,000 square feet of on-site common open space including residential amenities, which exceeds the amount of open space required by the LAMC. The residential amenities would be located on the fifth level as well as the rooftop. The fifth level would include indoor amenities such as a dining area and kitchen, lounge, screening room, fitness room, and dog grooming room. The outdoor amenities include a swimming pool and pool deck, outdoor dining and BBQ area, meadow, fitness deck, dog run, lounge, and social area deck. Indoor amenities on the rooftop include an amenity room and kitchen, and outdoor rooftop amenities include an outdoor deck.

The ground floor would also include a courtyard and outdoor dining area near the proposed restaurant/retail use fronting Hollywood Boulevard.

C. Access and Parking

Parking for Project residents would be provided in one subterranean story and four aboveground stories. Vehicle access to the Project Site would be provided from Gower Street. The Project would also provide for on-site long-term and short-term bicycle parking in accordance with the LAMC's requirements.

As shown in Table II-2 (Vehicular Parking), the Project would be required to provide a minimum total of 285 vehicular parking spaces per LAMC requirements when accounting for commercial parking ratios within the Hollywood Redevelopment Plan area, as well as permitted reductions for providing bicycle parking for a transit-adjacent project pursuant to the Los Angeles Bicycle Parking Ordinance. The Project will provide at least this number of vehicular spaces.

**Table II-2
Vehicular Parking**

Use Type	Units/Square Feet/Rooms	LAMC Requirement	No. of Spaces Required
Commercial			
Retail/Restaurant	4,580 sf	1 space/500 sf ^a	9
<i>Commercial Subtotal</i>			
<i>30% Bicycle Parking Reduction^b</i>			2
<i>Commercial Subtotal with Bike Parking</i>			7
Residential			
Studio (less than 3 habitable rooms)	59 units	1 space/unit	59
1 bedroom (3 habitable rooms)	109 units	1.5 space/unit	164
2 bedroom (more than 3 habitable rooms)	52 units	2 spaces/unit	104
<i>Residential Subtotal</i>			327
<i>15% Bicycle Parking Reduction^b</i>			49
<i>Residential Subtotal with Bike Parking</i>			278
Total Vehicle Parking Required			285
<p>^a Commercial parking requirement pursuant to the Site's location within the Hollywood Redevelopment Plan area (LAMC Section 12.21.A.4(x)(3)(2)).</p> <p>^b Permitted reduction pursuant to the Site's adjacency to the Metro Red Line Vine station (LAMC Section 12.21.A.4).</p> <p><i>sf = square feet</i></p> <p><i>Source: HKS Architects, EcoTierra Consulting</i></p>			

The Project is also requesting a 5-foot and variable width vacation merger along Gower Street, and would provide temporary curb-side parking within a lay-by/turn-out lane along Gower Street for car share services. This lay-by/turn-out lane would have capacity for approximately two vehicles and would not block traffic along Gower Street.

The Project would provide short- and long-term bicycle parking in accordance with LAMC requirements, as summarized in Table II-3. The Project would be required to provide 24 short-term spaces and 222 long-term spaces. To accommodate additional bicycle trips made to the Project's ground-floor commercial space by employees, and pursuant to the Los Angeles Bicycle Parking Ordinance, the Project would provide an additional 4 long-term commercial bicycle parking spaces, for a total of 226 long-term bicycle parking spaces. In accordance with the City's Bicycle Parking Ordinance, and due to the Site's close proximity to the Hollywood and Vine Metro Rail station, the provision of these bicycle spaces permits a 15 percent reduction in the Project's residential vehicular parking requirements, and a 30 percent reduction in the Project's commercial vehicular parking requirements. Consistent with the Bicycle Parking Ordinance requirements, short-term bike parking spaces would be provided outside the

building in close proximity to the Project's entrances, and the long-term bicycle parking would be provided inside the building in secured areas.

**Table II-3
Bicycle Parking**

Use Type	Units/Square Feet	LAMC Requirement	Required Short-Term	Required Long-Term
Residential	220 units	1 space/10 units (short-term) 1 space/unit (long-term)	22	220
Retail/Restaurant	4,580 sf	1 space/2,000 SF (short-term) 1 space/2,000 SF (long-term)	2	2
<i>Subtotal</i>			24	222
Additional Commercial Long-Term Parking Provided			4 spaces	
Total Bicycle Parking Provided			250 spaces	
<i>sf = square feet</i>				

D. Land Use Plans/Zones

The Project would be consistent with the Hollywood Community Plan's land use designation of Regional Center Commercial, which, pursuant to Footnote 9 of the Community Plan's land use map, permits a base development intensity equivalent to a 4.5:1 FAR. To achieve this FAR, the Project Applicant is requesting a vesting zone/height district change to allow for a maximum 4.5:1 FAR in order to allow the construction of the Project, as well as a Conditional Use Permit for the on-site sale of alcoholic beverages in connection with a proposed ground-floor restaurant, a Zoning Administrator's Adjustment to allow zero-foot side and rear yards, and Site Plan Review approval as required for developments of 50 or more dwelling units. See the Discretionary Actions and Approvals discussion below for more information regarding the discretionary requests that are part of the Project.

E. Operations/Security

Given the residential uses on site, the Project would operate 24 hours per day. Business hours for commercial operations would likely be within the range of 6:00 AM to 2:00 AM, depending on the requirements of the individual business. The Project would provide security features including, but not limited to, controlled access to residential areas, and video surveillance.

F. Lighting and Signage

Project lighting would include architectural lighting, interior lighting, and exterior lighting for security and wayfinding purposes. These exterior lights would be wall- or ground-mounted and shielded away from adjacent land uses. Building security lighting would be used at all entry/exits and would remain on from dusk to dawn, but would be designed to prevent light trespass onto adjacent properties.

Project signage would comply with the SUD's requirements, the LAMC, and any applicable approval processes for signs set forth therein. The character, placement, size and proportions of the Project's proposed signs would be consistent with the SUD. The commercial signs would be located so as to be visible along Hollywood Boulevard and Gower Street frontages. Project signs would include a variety of types including, but not limited to, building identification, tenant identification, and information/wayfinding signs.

3. CONSTRUCTION

The Project would be constructed over approximately 24 months. Construction activities would include the demolition of the existing parking lot and grading, excavation, and building construction. Demolition activities are anticipated to start in third quarter 2020, and construction completion and occupancy is anticipated in second quarter 2023.

The Project is estimated to require a net export of approximately 77,300 cubic yards of soil.. The likely outbound haul route for the Project would be a left turn from the Project Site to head north onto Gower Street, then a right turn onto Hollywood Boulevard to the Hollywood Freeway (US Route 101). Exported materials would likely be disposed at Bradley Landfill and Recycling Center in Sun Valley and/or the Atkinson Brickyard site in the City of Compton. The Project's haul route would be approved by the City as part of its review and approval of the Project's entitlement requests.

4. DISCRETIONARY ACTIONS AND APPROVALS

The City of Los Angeles, Department of City Planning is the lead agency for the Project. In order to permit development of the Project, the City may require approval of one or more of the following discretionary actions:


- (1) **Vesting Zone/Height District Change** from C4-2D-SN/[T][Q]C4-2D-SN and C4-2D/[T][Q]C4-2D to (T)(Q)C4-2D-SN and (T)(Q)C4-2D, pursuant to LAMC Section 12.32 Q to allow for a maximum FAR of 4.5:1 in lieu of 2:1 (per Ordinance No. 165,662);
- (2) **Site Plan Review** pursuant to LAMC Section 16.05;
- (3) **Conditional Use Permit** pursuant to LAMC Section 12.24 W.1 for the on-site sale and/or dispensing of a full line of alcoholic beverages in connection with a restaurant tenant to be located in the ground floor commercial space;
- (4) **Vesting Tentative Tract Map** pursuant to LAMC Section 17.15 to create one master ground lot comprising the entire site and multiple above and/or below grade airspace lots, to effectuate a proposed vacation merger along Gower Street, and to grant approval of a haul route;
- (5) **Zoning Administrator's Adjustment** to allow zero-foot side and rear yards in lieu of 16-foot side yards and a 20-foot rear yard;
- (6) **Grading, excavation, and building permits;**
- (7) **Other ministerial or discretionary permits** may be necessary in order to execute and implement the project. Such approvals may include, but are not limited to: landscaping approvals, exterior

approvals, permits for driveway curb cuts, storm water discharge permits, and installation and hookup approvals for public utilities and related permits.;

Federal, state, and regional agencies that may have jurisdiction over some aspect the project include, but are not limited to:

- **Regional Water Quality Board;** and
- **South Coast Air Quality Management District.**

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT

LEAD CITY AGENCY: City of Los Angeles Department of City Planning		COUNCIL DISTRICT: CD 13 – Mitch O’Farrell
PROJECT TITLE: Hollywood & Gower	ENVIRONMENTAL CASE: ENV-2016-2849-EIR	CASE NO. CPC-2016-2848-VZC-HD-CUB-ZAA-SPR VTT-74437
PROJECT LOCATION: 6100-6116 W. Hollywood Boulevard, 1633-1649 N. Gower Street, Los Angeles 90028		
<p>PROJECT DESCRIPTION: The Project proposes the demolition of an existing surface parking lot and the construction of a 23-story, approximately 262-foot-tall mixed-use building consisting of approximately 194,140 square feet of residential uses comprising 220 residential apartment units, approximately 4,580 square feet of neighborhood-serving ground-floor restaurant/retail uses, one story of subterranean parking, and four stories of aboveground parking on an approximately one-acre site. The Project’s approximately 198,720 square feet of building area would result in a floor area ratio (FAR) of approximately 4.44:1. On-site parking would provide for a minimum of 285 vehicular parking spaces and 250 bicycle parking spaces (226 spaces for long-term bicycle parking and 24 spaces for short-term bicycle parking). The Project proposes a minimum of approximately 25,000 square feet of on-site common open space including residential amenities.</p> <p>The Project Applicant is requesting ministerial and discretionary approvals as part of the Project, including without limitation: (1) Vesting Zone/Height District Change to establish a maximum FAR of 4.5:1; (2) Site Plan Review; (3) Conditional Use Permit for the on-site sale of alcoholic beverages in connection with a proposed ground-floor restaurant; (4) Vesting Tentative Tract Map, including a vacation merger request and haul route approval; (5) Zoning Administrator’s Adjustment to allow zero-foot side and rear yards; (6) Grading, excavation, and building permits; and (7) other permits, ministerial or discretionary, that may be necessary in order to execute and implement the Project.</p>		
NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY 6104 Hollywood, LLC c/o Metropolitan Life Insurance Company 333 S. Hope Street, Suite 3650 Los Angeles, California 90071		
FINDING: The Department of City Planning of the City of Los Angeles finds that the Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.		
THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.		
NAME OF PERSON PREPARING FORM Sergio Ibarra	TITLE City Planning Associate	TELEPHONE NUMBER (213) 978-1333
ADDRESS 200 N. Spring Street Major Projects & EIR, Room 750 Los Angeles, CA 90012	SIGNATURE (Official) 	DATE November 16, 2016

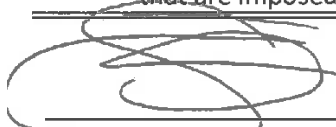
CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY and CHECKLIST (CEQA Guidelines Section 15063)

LEAD CITY AGENCY: City of Los Angeles	COUNCIL DISTRICT: CD 13 – Mitch O’Farrell	DATE: November 16, 2016	
RESPONSIBLE AGENCIES: Department of City Planning			
ENVIRONMENTAL CASE: ENV-2016-2849-EIR	RELATED CASES: CPC-2016-2848-VZC-HD-CUB-ZAA-SPR VTT-74437		
PREVIOUS ACTIONS CASE NO. None	<input type="checkbox"/> DOES have significant changes from previous actions. <input type="checkbox"/> DOES NOT have significant changes from previous actions.		
PROJECT DESCRIPTION: Vesting Zone/Height District Change; Conditional Use Permit for Sale of Alcoholic Beverages; Vesting Tentative Tract Map (including vacation merger request and haul route approval); Zoning Administrator’s Adjustment; Site Plan Review			
ENV PROJECT DESCRIPTION: The Project proposes the demolition of an existing surface parking lot and the construction of a 23-story, approximately 262-foot-tall mixed-use building consisting of approximately 194,140 square feet of residential uses comprising 220 residential apartment units, approximately 4,580 square feet of neighborhood-serving ground-floor restaurant/retail uses, one story of subterranean parking, and four stories of aboveground parking on an approximately one-acre site. The Project’s approximately 198,720 square feet of building area would result in a 4.44:1 FAR. On-site parking would provide for a minimum of 285 vehicular parking spaces and 250 bicycle parking spaces (226 spaces for long-term bicycle parking and 24 spaces for short-term bicycle parking). The Project proposes a minimum of approximately 25,000 square feet of on-site common open space including residential amenities.			
ENVIRONMENTAL SETTING: The Project Site is approximately one acre in size (approximately 44,782 square feet, following a requested vacation merger) and is currently developed as a surface parking lot. The Project Site is bounded by Hollywood Boulevard (classified Avenue I roadway) to the north, Gower Street (classified Modified Avenue III roadway) to the east, commercial uses to the south, and commercial uses to the west. The Project Site is located within the highly urbanized and densely populated community of Hollywood. Land uses within the general vicinity are characterized by a mix of low- to high-intensity commercial, institutional, and residential uses, which vary widely in building style and period of construction.			
PROJECT LOCATION: 6100-6116 W. Hollywood Boulevard, 1633-1649 N. Gower Street, Los Angeles 90028			
COMMUNITY PLAN AREA: Hollywood		<input checked="" type="checkbox"/> Does Conform to Plan <input type="checkbox"/> Does NOT Conform to Plan	AREA PLANNING COMMISSION: Central
STATUS: <input type="checkbox"/> Preliminary <input type="checkbox"/> Proposed <input checked="" type="checkbox"/> Re-adopted in 2014		CERTIFIED NEIGHBORHOOD COUNCIL: Hollywood Studio District	
EXISTING ZONING: C4-2D-SN/[T][Q]C4-2D-SN & C4-2D/[T][Q]C4-2D	MAX DENSITY ZONING: 2:1 FAR; 1 DU PER 200 SQ.FT.	LA River Adjacent: No	
GENERAL PLAN LAND USE: Regional Center Commercial	MAX. DENSITY PLAN: 6:1 FAR; 1 DU PER 200 SQ.FT.		

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

City Planning Associate
Title

(213) 978-1333
Phone

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 than 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 "Earlier Analysis," as described in (5) below, may be 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:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. 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.
 - c. 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:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significant.

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.

<input checked="" type="checkbox"/> AESTHETICS <input type="checkbox"/> AGRICULTURE AND FOREST RESOURCES <input checked="" type="checkbox"/> AIR QUALITY <input type="checkbox"/> BIOLOGICAL RESOURCES <input checked="" type="checkbox"/> CULTURAL RESOURCES <input checked="" type="checkbox"/> GEOLOGY AND SOILS	<input checked="" type="checkbox"/> GREENHOUSE GAS EMISSIONS <input checked="" type="checkbox"/> HAZARDS AND HAZARDOUS MATERIALS <input checked="" type="checkbox"/> HYDROLOGY AND WATER QUALITY <input checked="" type="checkbox"/> LAND USE AND PLANNING <input type="checkbox"/> MINERAL RESOURCES <input checked="" type="checkbox"/> NOISE	<input checked="" type="checkbox"/> POPULATION AND HOUSING <input checked="" type="checkbox"/> PUBLIC SERVICES <input checked="" type="checkbox"/> RECREATION <input checked="" type="checkbox"/> TRANSPORTATION/TRAFFIC <input checked="" type="checkbox"/> UTILITIES <input checked="" type="checkbox"/> MANDATORY FINDINGS OF SIGNIFICANCE
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INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

Background

<p>APPLICANT NAME: 6104 Hollywood, LLC</p> <p>APPLICANT ADDRESS: c/o Metropolitan Life Insurance Company 333 S. Hope Street, Suite 3650 Los Angeles, California 90071</p> <p>AGENCY REQUIRING CHECKLIST: Department of City Planning</p> <p>PROPOSAL NAME (If Applicable): Hollywood & Gower</p>	<p>PHONE NUMBER: (213) 576-1864</p> <p>DATE SUBMITTED: November 16, 2016</p>
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		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
PLEASE NOTE THAT EACH AND EVERY RESPONSE IN THE CITY OF LOS ANGELES INITIAL STUDY AND CHECKLIST IS SUMMARIZED FROM AND BASED UPON THE ENVIRONMENTAL ANALYSIS CONTAINED IN SECTION IV OF THIS INITIAL STUDY, EXPLANATION OF CHECKLIST DETERMINATIONS. PLEASE REFER TO THE APPLICABLE RESPONSE IN SECTION IV FOR A DETAILED DISCUSSION OF CHECKLIST DETERMINATIONS.					
I. AESTHETICS					
a.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON A SCENIC VISTA?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF THE SITE AND ITS SURROUNDINGS?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>
d.	CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>
II. AGRICULTURE AND FOREST RESOURCES					
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	CONFLICT WITH EXISTING ZONING FOR AGRICULTURAL USE, OR A WILLIAMSON ACT CONTRACT?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	CONFLICT WITH EXISTING ZONING FOR, OR CAUSE REZONING OF, FOREST LAND (AS DEFINED IN PUBLIC RESOURCES CODE SECTION 1220(G)), TIMBERLAND (AS DEFINED BY PUBLIC RESOURCES CODE SECTION 4526), OR TIMBERLAND ZONED TIMBERLAND PRODUCTION (AS DEFINED BY GOVERNMENT CODE SECTION 51104(G))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	RESULT IN THE LOSS OF FOREST LAND OR CONVERSION OF FOREST LAND TO NON-FOREST USE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	INVOLVE OTHER CHANGES IN THE EXISTING ENVIRONMENT WHICH, DUE TO THEIR LOCATION OR NATURE, COULD RESULT IN CONVERSION OF FARMLAND, TO NON-AGRICULTURAL USE OR CONVERSION OF FOREST LAND TO NON-FOREST USE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
III. AIR QUALITY					
a.	CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE SCAQMD OR CONGESTION MANAGEMENT PLAN?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	VIOLATE ANY AIR QUALITY STANDARD OR CONTRIBUTE SUBSTANTIALLY TO AN EXISTING OR PROJECTED AIR QUALITY VIOLATION?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	CREATE OBJECTIONABLE ODORS AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES					
a.	HAVE A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATION, ON ANY SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL STATUS SPECIES IN LOCAL OR REGIONAL PLANS, POLICIES, OR REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE OR U.S. FISH AND WILDLIFE SERVICE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN THE CITY OR REGIONAL PLANS, POLICIES, REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE OR U.S. FISH AND WILDLIFE SERVICE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
V. CULTURAL RESOURCES					
a.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF A HISTORICAL RESOURCE AS DEFINED IN STATE CEQA SECTION 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO STATE CEQA SECTION 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	DISTURB ANY HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF DEDICATED CEMETERIES?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
VI. GEOLOGY AND SOILS					
a.	EXPOSURE OF 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	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	DIVISION OF MINES AND GEOLOGY SPECIAL PUBLICATION 42.				
ii.	STRONG SEISMIC GROUND SHAKING?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii.	SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
iv.	LANDSLIDES?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VII. GREENHOUSE GAS EMISSIONS					
a.	GENERATE GREENHOUSE GAS EMISSIONS, EITHER DIRECTLY OR INDIRECTLY, THAT MAY HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	CONFLICT WITH AN APPLICABLE PLAN, POLICY OR REGULATION ADOPTED FOR THE PURPOSE OF REDUCING THE EMISSIONS OF GREENHOUSE GASES?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
VIII. HAZARDS AND HAZARDOUS MATERIALS					
a.	CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING OR PROPOSED SCHOOL?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g.	IMPAIR IMPLEMENTATION OF OR PHYSICALLY INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
IX. HYDROLOGY AND WATER QUALITY					
a.	VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f.	OTHERWISE SUBSTANTIALLY DEGRADE WATER QUALITY?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h.	PLACE WITHIN A 100-YEAR FLOOD PLAIN STRUCTURES WHICH WOULD IMPEDE OR REDIRECT FLOOD FLOWS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i.	EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INQUIRY OR DEATH INVOLVING FLOODING, INCLUDING FLOODING AS A RESULT OF THE FAILURE OF A LEVEE OR DAM?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j.	INUNDATION BY SEICHE, TSUNAMI, OR MUDFLOW?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
X. LAND USE AND PLANNING					
a.	PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	CONFLICT WITH ANY APPLICABLE HABITAT CONSERVATION PLAN OR NATURAL COMMUNITY CONSERVATION PLAN?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XI. MINERAL RESOURCES					

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XII. NOISE					
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	EXPOSURE OF PEOPLE TO OR GENERATION OF EXCESSIVE GROUNDBORNE VIBRATION OR GROUNDBORNE NOISE LEVELS?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	A SUBSTANTIAL PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	A SUBSTANTIAL TEMPORARY OR PERIODIC INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XIII. POPULATION AND HOUSING					
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)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	DISPLACE SUBSTANTIAL NUMBERS OF EXISTING HOUSING NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	DISPLACE SUBSTANTIAL NUMBERS OF PEOPLE NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XIV. PUBLIC SERVICES					
WOULD THE PROJECT RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH THE PROVISION OF NEW OR PHYSICALLY ALTERED GOVERNMENT FACILITIES, NEED FOR NEW OR PHYSICALLY ALTERED GOVERNMENTAL FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS, RESPONSE TIMES OR OTHER PERFORMANCE OBJECTIVE FOR ANY OF THE FOLLOWING PUBLIC SERVICES:					
a.	FIRE PROTECTION?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	POLICE PROTECTION?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	SCHOOLS?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	PARKS?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	OTHER PUBLIC FACILITIES?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
XVI. TRANSPORTATION/CIRCULATION					
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	SUBSTANTIALLY INCREASE HAZARDS TO A DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	RESULT IN INADEQUATE EMERGENCY ACCESS?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
XVII. UTILITIES					
a.	EXCEED WASTEWATER TREATMENT REQUIREMENTS OF THE APPLICABLE REGIONAL WATER QUALITY CONTROL BOARD?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	HAVE SUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT FROM EXISTING ENTITLEMENTS AND RESOURCE, OR ARE NEW OR EXPANDED ENTITLEMENTS NEEDED?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f.	BE SERVED BY A LANDFILL WITH SUFFICIENT PERMITTED CAPACITY TO ACCOMMODATE THE PROJECT'S SOLID WASTE DISPOSAL NEEDS?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g.	COMPLY WITH FEDERAL, STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h.	OTHER UTILITIES AND SERVICE SYSTEMS?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
XVIII. TRIBAL CULTURAL RESOURCES					
WOULD THE PROJECT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A TRIBAL CULTURAL RESOURCE, DEFINED IN PUBLIC RESOURCES CODE SECTION 21074 AS EITHER A SITE, FEATUERE, PLACE, CULTURAL LANDSCAPE THAT IS GEOGRAPHICALLY DEFINED IN TERMS OF THE SIZE AND SCOPE OF THE LANDSCAPE, SACRED PLACE, OR OBJECT WITH CULTURAL VALUE TO A CALIFORNIA NATIVE AMERICAN TRIBE, AND THAT IS:					
a.	LISTED OR ELIGIBLE FOR LISTING IN THE CALIFORNIA REGISTER OF HISTORICAL RESOURCES, OR IN A LOCAL REGISTER OF HISTORICAL RESOURCES AS DEFINED IN PUBLIC RESOURCES CODE SECTION 5020.1(k), OR	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
B.	A RESOURCE DETERMINED BY THE LEAD AGENCY, IN ITS DISCRETION AND SUPPORTED BY SUBSTANTIAL EVIDENCE, TO BE SIGNIFICANT, PURSUANT TO CRITERIA SET FORTH IN SUBDIVISION (C) OF PUBIC RESOURCES CODE SECTION 5024.1. IN APPLYING THE CRITERIA SET FORTH IN SUBDIVISION (C) OF PUBLIC RESOURCES CODE SECTION 5024.1, THE LEAD AGENCY SHALL CONSIDER THE SIGNIFICANCE OF THE RESOURCE TO A CALIFORNIA NATIVE AMERICAN TRIBE.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
XIX. 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	DOES THE PROJECT HAVE ENVIRONMENTAL EFFECTS WHICH CAUSE SUBSTANTIAL ADVERSE EFFECTS ON HUMAN BEINGS, EITHER DIRECTLY OR INDIRECTLY?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

The Environmental Impact Assessment includes the use of official City of Los Angeles and other government source reference materials related to various environmental impact categories (e.g., Hydrology, Air Quality, Biology, Cultural Resources, etc.). The State of California, Department of Conservation, Division of Mines and Geology – Seismic Hazard Maps and reports, are used to identify potential future significant seismic events; including probable magnitudes, liquefaction, and landslide hazards. Based on Applicant information provided in the Master Land Use Application and Environmental Assessment Form, impact evaluations were based on stated facts contained therein, including but not limited to, reference materials indicated above, field investigation of the Project Site, and other reliable reference materials known at the time.

Project specific impacts were evaluated based on all relevant facts indicated in the Environmental Assessment Form and expressed through the Applicant’s project description and supportive materials. Both the Initial Study Checklist and Checklist Explanations, in conjunction with the City of Los Angeles’s Adopted Thresholds Guide and CEQA Guidelines, were used to reach reasonable conclusions on environmental impacts as mandated under the California Environmental Quality Act (CEQA).

The Project as identified in the project description may cause potentially significant impacts on the environment. Therefore, this environmental analysis concludes that an Environmental Impact Report shall be prepared to address all potential adverse impacts on the environment.

ADDITIONAL INFORMATION:

All supporting documents and references are contained in the Environmental Case File referenced above and may be viewed in the Major Projects & EIR Section, Room 750, City Hall.

For City information, addresses, and phone numbers: visit the City’s website at <http://www.lacity.org>; City Planning- and Zoning Information Mapping Automated System (ZIMAS) cityplanning.lacity.org/ or Major Projects & EIR Section, City Hall, 200 N Spring Street, Room 750. Seismic Hazard Maps – <http://gmw.consrv.ca.gov/shmp/> Engineering/Infrastructure/Topographic Maps/Parcel Information – <http://boemaps.eng.ci.la.ca.us/index0.1htm> or City’s main website under the heading “Navigate LA.”

PREPARED BY: Sergio Ibarra	TITLE: City Planning Associate	TELEPHONE NO.: (213) 978-1333	DATE: November 16, 2016
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IV. ENVIRONMENTAL IMPACT ANALYSIS

INTRODUCTION

This section of the Initial Study contains an assessment and discussion of impacts associated with each environmental issue and subject area identified in the Initial Study Checklist. The thresholds of significance are based on the practices of the City of Los Angeles, the *L.A. CEQA Thresholds Guide*, and other sources as noted.

IMPACT ANALYSIS

1. AESTHETICS

a) Would the project have a substantial adverse effect on a scenic vista?

Potentially Significant Impact. For the purpose of this Initial Study, a significant impact may occur if a project introduces incompatible visual elements within a field of view containing a scenic vista or substantially blocks views of a scenic vista. Scenic vistas are generally described in two ways: panoramic views (visual access to a large geographic area, for which the field of view can be wide and extend into the distance) and focal views (visual access to a particular object, scene, or feature of interest). Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on a scenic vista shall be made considering the following factors:

- The nature and quality of recognized or valued views (such as natural topography, settings, man-made or natural features of visual interest, and resources such as mountains or ocean);
- Whether a project affects views from a designated scenic highway, corridor, or parkway;
- The extent of obstruction (e.g., total blockage, partial interruption, or minor diminishment); and
- The extent to which a project affects recognized views available from a length of a public roadway, bike path, or trail, as opposed to a single, fixed vantage point.

The approximately one-acre Project Site is relatively flat and currently developed with a surface parking lot. The Project would construct a 23-story, approximately 262-foot-tall building consisting of residences and commercial uses. Visual resources of merit in the Project vicinity include the Santa Monica Mountains and Hollywood Sign. Other resources include the Fonda Theatre, a potential historic resource, is adjacent to the west of the Project Site and the Hollywood Walk of Fame, a Los Angeles Historic-Cultural Monument (#194), is adjacent to the north between the Site and Hollywood Boulevard. The construction and operation of the Project would alter the visual conditions of the Project Site and could have an effect on visual resources from some locations in the vicinity of the Project Site. Therefore, this potential impact shall be evaluated in an EIR.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

No Impact. Based on the *L.A. CEQA Thresholds Guide*, a significant impact would occur only if scenic resources within a scenic highway would be damaged and/or removed by development of a project.

There are no State-designated scenic highways or highways eligible for scenic designation in the Project Site vicinity.¹ There are also no City-designated scenic highways in the Project Site vicinity.² Furthermore, the Project Site does not include any trees, rock outcroppings, or other natural features that could be considered scenic resources. As such, the Project would have no potential to damage scenic resources within the corridor of a scenic highway. Therefore, no impact would occur and further analysis of this issue is not required.

c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

Potentially Significant Impact. For the purpose of this Initial Study, a significant impact may occur if the project introduced incompatible visual elements on the project site or visual elements that would be incompatible with the character of the area surrounding the project site. The Project would change the visual character and quality of the Project Site and its surroundings by developing a 23-story mixed use building on a site that is currently occupied by a paved surface parking lot. Therefore, this potential impact shall be evaluated in an EIR.

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Potentially Significant Impact. For the purpose of this Initial Study, a significant impact may occur if the development introduces new sources of light or glare on or from a project site which would be incompatible with the surrounding areas, or which pose a safety hazard to motorists utilizing adjacent streets. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project will result in a significant nighttime illumination impact shall be made considering the following factors:

- The change in ambient illumination levels as a result of project sources; and
- The extent to which project lighting would spill off the project site and effect adjacent light-sensitive areas.

The Project is located in a well-lit urban area of the City where there are moderate to high levels of ambient nighttime lighting, including street lighting, vehicle headlights, architectural and security lighting, and indoor building illumination (light emanating from structures which passes through windows), all of which are common to densely populated areas. The Project Site currently generates moderate levels of artificial light and glare typical of urbanized parking lot areas. Light sources include several light standards and vehicle headlights emanating from the existing paved surface parking lot. There are no glass or metal surfaces that would typically generate glare sources. The Project would introduce new sources of light and glare that are typically associated with residential and commercial buildings including architectural lighting, signage lighting, interior lighting and security and wayfinding lighting. Furthermore, due to its proposed height, the Project will have the potential to shade adjacent land uses. Therefore, these potential impacts shall be evaluated in an EIR.

¹ California Department of Transportation, *California Scenic Highway Mapping System, Los Angeles County*, website: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/langeles.htm, accessed: October 19, 2016.

² City of Los Angeles Department of City Planning, *Mobility Plan 2035, Citywide General Plan Circulation System, Map A4 – Central, Midcity Subarea*.

2. AGRICULTURE AND FOREST RESOURCES

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

No Impact. A significant impact may occur if a project were to result in the conversion of State-designated Farmland to non-agricultural use. The Project Site is developed with vacant commercial structures and associated surface parking lot areas, and is located in a developed area of the City. According to the State Farmland Mapping and Monitoring Program's most recent Farmland mapping data for Los Angeles County, neither the Project Site nor the surrounding area are designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.³ Thus, Project implementation would not result in the loss of State-designated Farmland. Therefore, no impact would occur, and further analysis of this issue is not required.

- b) **Would the project conflict with existing zoning for agricultural use, or a Williamson Act Contract?**

No Impact. A significant impact may occur if a project were to result in the conversion of land zoned for agricultural use or under a Williamson Act contract from agricultural use to a non-agricultural use. The Project Site is commercially zoned, and subject to a Regional Center Commercial land use designation. Thus, the Project Site is not zoned for agricultural use, nor are there any agricultural uses currently occurring at the Project Site or within the surrounding area. Additionally, according to the State's most recent Williamson Act land data, neither the Project Site nor surrounding area are under a Williamson Act contract.⁴ Therefore, no impact would occur, and further analysis of this issue is not required.

- c) **Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12222(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. A significant impact may occur if a project were to result in the conversion of land zoned 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)).

In the City, forest land is a permitted use in areas zoned OS (Open Space); however, the City does not have specific zoning for timberland or timberland production. The Project Site is commercially zoned, and subject to a Regional Center Commercial land use designation. The Project Site is not zoned for forest land, timberland, or timberland production land uses. Therefore, no impact would occur, and further analysis of this issue is not required.

³ State of California Department of Conservation, Division of Land Resource Protection, *Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland 2014*, published April 2016, website: <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2012/los12.pdf>, accessed: October 19, 2016.

⁴ State of California Department of Conservation, Division of Land Resource Protection, *State of California Williamson Act Contract Land, Los Angeles County Williamson Act FY2015/2016*, published 2016, website: ftp://ftp.consrv.ca.gov/pub/dlrp/wa/LA_15_16_WA.pdf, accessed: October 19, 2016.

d) Would the project result in the loss of forest land or conversion to forest land to non-forest use?

No Impact. A significant impact may occur if a project were to result in the loss of forest land or conversion of forest land to non-forest use. The Project Site is entirely developed with a surface parking lot, and is located in a heavily urbanized area of the City. No forest land exists on or in the vicinity of the Project Site, and Project implementation would not result in the loss or conversion of forest land. Therefore, no impact would occur, and further analysis of this issue is not required.

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

No Impact. A significant impact may occur if a project indirectly results in the conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. The Project Site is entirely developed and located in a heavily urbanized area of the City. No agricultural uses, designated farmland, or forest land uses occur at the Project Site or within the surrounding area. As such, implementation of the Project would not result in the conversion of existing Farmland, agricultural uses, or forest land on- or off-site. Therefore, no impact would occur, and further analysis of this issue is not required.

Cumulative Impacts

No Impact. Development of the Project in combination with other development projects would not result in the conversion of State-designated Farmland or existing agricultural activities or zoning to non-agricultural uses. The Project Site and surrounding area are also not under a Williamson Act contract. Moreover, the Project Site is not zoned for forest land, timberland, or Timberland Production, nor would the Project result in the loss of forest land. Thus, the Project would not contribute to a cumulative loss of forest land to non-forest land uses. Therefore, no cumulative impact would occur nor would the Project result in a cumulatively considerable impact.

3. AIR QUALITY

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Potentially Significant Impact. A significant air quality impact may occur if a project is not consistent with the applicable Air Quality Management Plan (AQMP), or would in some way represent a substantial hindrance to employing the policies, or obtaining the goals, of that plan.

The City, including the Project Site, is within the South Coast Air Basin (“Basin”), and the South Coast Air Quality Management District (SCAQMD) is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources to meet federal and State ambient air quality standards. It has responded to this requirement by preparing a series of AQMPs. The Governing Board of SCAQMD adopted the most recent of these on December 7, 2012. This AQMP, referred to as the 2012 AQMP, was prepared to comply with the federal and State Clean Air Acts and amendments, to accommodate growth, to reduce the high levels of pollutants in the Basin, to meet federal and State air quality standards, and to minimize the fiscal impact that pollution control measures have on the local economy. The 2012 AQMP identifies the control measures that will be implemented over a 20-year horizon to reduce major sources of pollutants. Control measures established in previous AQMPs have substantially decreased exposure to unhealthful levels of pollutants, even while substantial population growth has

occurred within the Basin. However, as construction and operation of the Project could result in an increase in emissions, potential impacts may be significant. Therefore, this potential impact shall be evaluated in an EIR.

b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Potentially Significant Impact. A project may have a significant impact if project-related emissions would exceed federal, State, or regional standards or thresholds, or if project-related emissions would substantially contribute to an existing or projected air quality violation. Air pollutants would be emitted as a result of demolition, grading, and the construction of the Project. In addition, air pollutants would be emitted as a result of automobiles travelling to and from the Project Site during operation. Since the Project introduces a greater intensity of development to the Project Site, the resulting emissions could violate air quality standards set by the SCAQMD. Therefore, impacts may be potentially significant and this potential impact shall be evaluated in an EIR.

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

Potentially Significant Impact. A significant impact may occur if a project would add a considerable cumulative contribution to federal or State non-attainment pollutants. The Basin, wherein the Project Site is located, is currently in nonattainment for ozone, lead, and particulate matter. The construction and operation of a new intensity of development from the Project could emit criteria air pollutants that could potentially result in a cumulatively considerable net increase of criteria air pollutants. Therefore, impacts may be potentially significant and this potential impact shall be evaluated in an EIR.

d) Would the project expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. A significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. SCAQMD currently recommends that impacts to sensitive receptors be considered significant when emissions generated at a project site causes localized pollutant levels to exceed State ambient air quality standards at sensitive receptors or where a project causes an increase in local contaminants during construction and operation of the project. A significant impact may also occur where a project would cause concentrations at sensitive receptors located near congested intersections to exceed the national or State ambient air quality standards and the traffic generated by the project contributes to the concentrations.

Sensitive receptors in close proximity to the Project Site include, but are not limited to, the existing multi-family residences approximately 160 feet to the northwest, and single- and multi-family residences approximately 230 feet to the southeast.⁵ The construction and operation of a new intensity of development from the Project could emit substantial concentrations of air pollutants near those sensitive receptors. Therefore, impacts may be potentially significant and this potential impact shall be evaluated in an EIR.

⁵ *Additional sensitive receptors may be identified during the preparation of the EIR.*

e) Would the project create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. Project-related significant adverse effect could occur if construction or operation of a project would result in generation of odors that would be perceptible in adjacent sensitive areas.

According to the SCAQMD CEQA Air Quality Handbook, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The Project involves the construction and operation of a mixed-use residential and commercial development, which includes land uses that are not typically associated with odor complaints according to SCAQMD. As the Project involves no elements related to industrial or other objectionable strong odor-generating land uses, no objectionable odors are anticipated. Therefore, the potential impacts associated with objectionable odors would be less than significant and no mitigation measures are required.

Potential sources that may emit odors during construction activities include equipment exhaust. Odors from these sources would be localized and generally confined to the immediate area surrounding the Project Site. The Project would use typical construction techniques, and the odors would be typical of most construction sites and temporary and intermittent in nature. Therefore, construction of the Project would result in less-than-significant impacts related to odors, and further analysis of this issue is not required.

Cumulative Impacts

Potentially Significant Impact. Cumulative impacts to air quality may be potentially significant, and therefore, this issue shall be further evaluated in an EIR.

4. BIOLOGICAL RESOURCES

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

No Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on biological resources if it could result in:

- The loss of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern;
- The loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community; or
- Interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise, light) to a degree that may diminish the chances for long-term survival of a sensitive species.

The Project Site is developed with a surface parking lot in a developed area of the City. According to Exhibit C-5 of the *L.A. CEQA Thresholds Guide*, the Project Site and surrounding area are not identified as a biological resource area.⁶ Moreover, the Project Site and immediately surrounding area are not within or near a designated Significant Ecological Area.⁷ The Project Site does not contain any habitat capable of sustaining any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Additionally, there are no known locally designated natural communities at the Project Site or in the immediate vicinity, nor is the Project Site located immediately adjacent to undeveloped natural open space or a natural water source that may otherwise serve as habitat for State- or federally-listed species. Therefore, no impact would occur and further analysis of this issue is not required.

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

No Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on biological resources if it could result in:

- The loss of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern;
- The loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community;
- The alteration of an existing wetland habitat; or
- Interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise, light) to a degree that may diminish the chances for long-term survival of a sensitive species.

The Project Site is developed with a surface parking lot in a developed area of the City. No riparian or other sensitive habitat areas are located on or adjacent to the Project Site.^{8,9} As discussed above, neither the Project Site nor adjacent areas are within a biological resource area or Significant Ecological Area. Implementation of the Project would not result in any adverse impacts to riparian habitat or other sensitive natural communities. Therefore, no impact would occur, and further analysis of this issue is not required.

⁶ *City of Los Angeles, L.A. CEQA Thresholds Guide, 2006, Exhibit C-2, Biological Resource Areas (Metro Geographical Area).*

⁷ *Los Angeles County Department of Regional Planning, Planning & Zoning Information, GIS-NET3 online database, website: <http://planning.lacounty.gov/gisnet3>, accessed: October 19, 2016.*

⁸ *City of Los Angeles, L.A. CEQA Thresholds Guide, 2006, Exhibit C-2, Biological Resource Areas (Metro Geographical Area).*

⁹ *U.S. Fish and Wildlife Service, National Wetlands Inventory, Wetlands Mapper, website: <http://www.fws.gov/wetlands/Data/Mapper.html>, accessed: October 20, 2016*

- c) **Would the project 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. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on biological resources if it could result in the alteration of an existing wetland habitat.

The Project Site is developed with a surface parking lot in a developed area of the City. Review of the National Wetlands Inventory identified no protected wetlands in the vicinity of the Project Site.¹⁰ Furthermore, the Project Site does not support any riparian or wetland habitat, as defined by Section 404 of the Clean Water Act. Therefore, no impact would occur, and further analysis of this issue is not required.

- d) **Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on biological resources if it could result in interference with wildlife movement or migration corridors that may diminish the chances for long-term survival of a sensitive species.

There are no wildlife corridors or native wildlife nursery sites in the Project vicinity. However, street trees adjacent to the Project Site within the rights-of-way of Hollywood Boulevard and Gower Street may be indirectly affected or removed during construction of the Project, and these trees may provide temporary suitable habitat for nesting migratory birds, which are protected under the federal Migratory Bird Treaty Act (MBTA). The MBTA, which is an international treaty ratified in 1918, protects migratory nongame native bird species (as listed in 50 C.F.R. Section 10.13) and their nests. Additionally, Section 3503, 3503.5, and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests, including raptors and other migratory nongame birds (as listed under the MBTA). The Project would be required to comply with these existing federal and State laws (i.e., MBTA and California Fish and Game Code, respectively). Therefore, impacts would be less than significant, and further analysis of this issue is not required.

- e) **Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact could occur if a project were to cause an impact that is inconsistent with local regulations pertaining to biological resources, such as the City of Los Angeles Protected Tree Ordinance No. 177,404. As set forth in Ordinance No. 177,404, any of the following Southern California native tree species, which measures four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the tree, is a protected tree:

¹⁰ *Ibid.*

- Oak tree including Valley Oak (*Quercus lobata*), California Live Oak (*Quercus agrifolia*), or any other tree of the oak genus indigenous to California but excluding the Scrub Oak (*Quercus dumosa*);
- Southern California Black Walnut (*Juglans californica* var. *californica*);
- Western Sycamore (*Platanus racemose*); and
- California Bay (*Umbellularia californica*).

There are no trees at the Project Site. Project construction may necessitate the removal of one or more existing street trees in the Hollywood Boulevard and Grower Street rights-of-way. Any trees removed during construction will be replaced as per the conditions of the tree removal permit issued by the Urban Forestry Division. Types of trees and planting locations would be reviewed and approved by the Bureau of Street Services' Street Tree Division. Therefore, while not expected, if a street tree is removed impacts would be less than significant through regulatory compliance and no mitigation measures are required.

f) Would the project 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. A significant impact would occur if a project would be inconsistent with mapping or policies in any conservation plans of the types cited. The Project Site and its vicinity are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.¹¹ Therefore, no impact would occur, and further analysis of this issue is not required.

Cumulative Impacts

Less Than Significant Impact. As discussed above, the Project would not result in a potentially significant impact to biological resources with replacement of street trees at a ratio as required by the conditions of the tree removal permit issued by the City's Urban Forestry Division should any street trees be removed by the Project. The Project Site and other area development projects are located in a developed area in the City. However, it is unknown whether or not any of the properties on which other development projects are located contain biological resources, such as sensitive species or protected trees. Nonetheless, the Project would result in less-than-significant biological resource impacts, and as such, would not contribute to a cumulative impact.

5. CULTURAL RESOURCES

a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

Potentially Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project would disturb historic resources which presently exist within the project site. Section 15064.5 of the *State CEQA Guidelines* defines a historical resource as:

¹¹ California Department of Fish and Wildlife, *California Regional Conservation Plans*, August 2015, website: <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline>, accessed: October 20, 2016.

- 1) a resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources;
- 2) a resource listed in a local register of historical resources or identified as significant in an historical resource survey meeting certain state guidelines; or
- 3) an object, building, structure, site, area, place, record or manuscript which a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record.

A significant adverse effect would occur if a project were to adversely affect an historical resource meeting one of the above definitions. A substantial adverse change in the significance of a historic resource means demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.

The Hollywood Walk of Fame, which is a City Historic-Cultural Monument (#198), is located within the Hollywood Boulevard right-of-way immediately north of the Project Site. Additionally, the Fonda Theatre immediately west of the Project Site was originally opened in the 1920s as Carte de Haven's Music Box, and has been identified as eligible for listing on previous Hollywood historic surveys.¹² Thus, construction and operation of the Project may have a potentially significant indirect impact to the Hollywood Walk of Fame and/or the Fonda Theatre. This potential impact shall be evaluated in an EIR.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Potentially Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if grading or excavation activities associated with a project would disturb archaeological resources potentially existing within the project site.

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

c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Potentially Significant Impact. A significant impact could occur if grading or excavation activities associated with a project would disturb paleontological resources or geologic features which presently exist within the site.

¹² http://preservation.lacity.org/files/Hollywood_CRA_Survey_Report_0.pdf
http://preservation.lacity.org/files/Hollywood_CRA_Survey_Index_0.pdf.

and

Paleontological resources are the fossilized remains of organisms that have lived in a region in the geologic past and whose remains are found in the accompanying geologic strata. This type of fossil record represents the primary source of information on ancient life forms, since the majority of species that have existing on earth from this era are extinct. Although the Project Site has been previously disturbed with a developed paved surface parking lot, the Project would require grading and excavation which would have the potential to disturb undiscovered paleontological resources that may exist within the Project Site. This potential impact shall be evaluated in an EIR.

d) Would the project disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact. A significant adverse impact could occur if grading or excavation activities associated with a project were to disturb previously interred human remains. As discussed above, the Project Site is located within an urbanized area and has been subject to previous disturbance and development. It is unknown whether human remains are located at the Project Site. Any human remains that may have existed near the site surface are likely to have been disturbed or previously removed. Even so, should human remains be encountered unexpectedly during grading or construction activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If human remains of Native American origin are discovered during Project construction, compliance with State laws, which fall within the jurisdiction of the Native American Heritage Commission (PRC Section 5097), relating to the disposition of Native American burials would be required. Therefore, impacts would be less than significant, and further analysis of this issue is not required.

Cumulative Impacts

Potentially Significant Impact . The Project's impact to cultural resources may be potentially significant, it may likewise result in significant cumulatively considerable impacts. Cumulative impacts to historic resources shall be further evaluated in an EIR.

6. GEOLOGY AND SOILS

a) Would the project 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. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project site is located within a State-designated Alquist-Priolo Zone or other designated fault zone, and appropriate building practices are not employed. The Project Site is located in the seismically active region of Southern California. Numerous active and potentially active faults with surface expressions (fault traces) have been mapped adjacent to, within, and beneath the City. The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazards of surface faulting and fault rupture to built structures. Active earthquake faults are faults where surface

rupture has occurred within the last 11,000 years. Surface rupture of a fault generally occurs within 50 feet of an active fault line.

The Project Site is not located within a designated Alquist-Priolo Earthquake Fault Zone.¹³ The nearest active fault is the Hollywood Fault, approximately 0.5 miles from the Project Site, and thus, well over 50 feet away, which is the range within which fault rupture generally occurs.¹⁴ Thus, the potential for future surface rupture on site is very low. However, based on review of the City of Los Angeles General Plan Safety Element (1996), the Project Site was previously identified as being within a City-designated Fault Rupture Study Area.¹⁵ Given the relative proximity of the Hollywood Fault, further analysis of this issue and evaluation of this potential impact will be provided in an EIR.

(ii) Strong seismic ground shaking?

Potentially Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. For the purpose of this issue, a significant impact may occur if a project represents an increased risk to public safety or destruction of property by exposing people, property, or infrastructure to seismically-induced ground shaking hazards that are greater than the average risk associated with locations in the Southern California region.

The Project Site is located in the seismically active region of Southern California and, therefore, is susceptible to ground shaking during a seismic event. The nearest active fault to the Project Site is the Hollywood Fault, approximately 0.5 miles from the Project Site. As such, the Project may potentially expose people or structures to substantial adverse effects from strong seismic ground shaking. Therefore, impacts may be potentially significant and this potential impact shall be evaluated in an EIR.

(iii) Seismic-related ground failure, including liquefaction?

Potentially Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. For the purpose of this specific issue, a significant impact may occur if a project is located in an area identified as having a high risk of liquefaction and mitigation measures required within such designated areas are not incorporated into the project.

Liquefaction is a process whereby strong seismic shaking causes unconsolidated, water-saturated sediment to temporarily lose strength and behave as a fluid. The possibility of liquefaction occurring at a given site is dependent on several factors, including: anticipated intensity and duration of ground shaking; the origin, texture, and composition of shallow sediments (in general, cohesionless, fine-grained sediments such as silts or silty sands, and areas of uncompacted or poorly compacted fills are more prone to liquefaction); and the presence of shallow groundwater.

¹³ City of Los Angeles Department of City Planning, *Zone Information & Map Access System*, website: <http://zimas.lacity.org>, accessed: October 20, 2016.

¹⁴ *Ibid.*

¹⁵ *Los Angeles General Plan Safety Element, Exhibit A, Alquist-Priolo Special Study Zones & Fault Rupture Study Areas*, page 47, (November 1996).

Although Exhibit B to the City of Los Angeles General Plan Safety Element identifies the Project Site within a liquefiable area, both the Seismic Hazards Maps of the State of California, Hollywood Quadrangle^{16 17} and the City's Zoning Information and Map Access System (ZIMAS)¹⁸ indicate that the Project Site is not located in an area that has been identified by the State as being potentially susceptible to liquefaction. Historically highest groundwater in the Project Site area is approximately 80+ feet below the surface, and thus, is not characterized as an area of shallow groundwater.¹⁹ Nevertheless, given the designation in the Safety Element, and as the potential for seismic activity exists in the vicinity of the Project Site, this issue shall be further evaluated in an EIR.

(iv) Landslides?

No Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. For the purpose of this specific issue, a significant impact may occur if a project is located in a hillside area with soil conditions that would suggest a high potential for sliding.

The Project Site is not located within an area identified by the City as having a potential for landslides, or of a known landslide.^{20,21} The Project Site and surrounding area consist of relatively flat topography. The Project Site is not in the path of any known or potential landslides. Therefore, no impact would occur, and further analysis of this issue is not required.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant sedimentation or erosion impact if it would:

- Constitute a geologic hazard to other properties by causing or accelerating instability from erosions; or
- Accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition which would not be contained or controlled on site.

The Project Site is currently improved with a surface parking lot. The area surrounding the Project Site is completely developed and would not be susceptible to indirect erosional processes (e.g., uncontrolled

¹⁶ *Los Angeles General Plan Safety Element, Exhibit B, Areas Susceptible to Liquefaction In the City of Los Angeles, page 49, (November 1996).*

¹⁷ *Geotechnical Hazard Evaluation, 6100 Hollywood Boulevard, Hollywood, California, Geotechnologies, Inc., August 5, 2016.*

¹⁸ *City of Los Angeles Department of City Planning, ZIMAS, Parcel Profile Report for 6100 Hollywood Blvd., <http://zimas.lacity.org>, accessed October 26, 2016.*

¹⁹ *City of Los Angeles Bureau of Engineering, Department of Public Works, Historically Highest Groundwater Contours and Borehole Log Data Locations, Hollywood Quadrangle, website: http://navigatela.lacity.org/common/mapgallery/pdf/highest_groundwater_contours_and_boreholes/holly_e_val_Page_601.pdf, accessed October 20, 2016.*

²⁰ *City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: <http://zimas.lacity.org>, accessed: October 20, 2016.*

²¹ *City of Los Angeles Department of City Planning, Los Angeles City General Plan Safety Element, Exhibit C, Landslide Inventory & Hillside Areas, Adopted November 1996.*

runoff) caused by the Project. During construction, grading and excavation would expose minimal amounts of soils for a limited time, allowing for possible erosion. However, due to the temporary nature of the soil exposure during the grading and excavation processes, no substantial erosion would occur. Furthermore, during this period, the Project would be required to prevent the transport of sediments from the Project Site by stormwater runoff and winds through the use of appropriate Best Management Practices (BMPs). These BMPs would be detailed in the required Stormwater Pollution Prevention Program (SWPPP), which must be acceptable to the City and in compliance with the latest National Pollutant Discharge Elimination System (NPDES) Stormwater Regulations. Therefore, impacts would be less than significant, and further analysis of this issue is not required.

c) Would the project 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. A significant impact may occur if a project is built in an unstable area without proper site preparation or design features to provide adequate foundations for project buildings, thus, posing a hazard to life and property. As noted above, the Project Site is located approximately 0.5 mile from the active Hollywood Fault and may be subject to strong seismic ground shaking. A geotechnical report for the Project Site would identify the underlying geologic materials and assess and account for a potential risk from an unstable geologic unit or soil, and as such, the preparation of a geotechnical report is warranted. The Project may potentially expose people or structures to substantial adverse effects from an unstable geologic unit or soil. Therefore, impacts may be potentially significant and this potential impact shall be evaluated in an EIR.

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

Potentially Significant Impact. A significant impact may occur if a project is built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus, posing a hazard to life and property. A geotechnical report for the Project Site would identify the underlying geologic materials so as to assess the expansive properties of the soil and if the Project is feasible from the geotechnical standpoint. Thus, the preparation of a geotechnical report is warranted. Therefore, impacts may be potentially significant and this potential impact shall be evaluated in an EIR.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. This question would apply to a project only if it was located in an area not served by an existing sewer system. The Project Site is located in a developed area of the City, which is served by a wastewater collection, conveyance, and treatment system operated by the City. The Project would connect to the existing wastewater system. No septic tanks or alternative disposal systems are necessary, nor are they proposed. Therefore, no impact would occur, and further analysis of this issue is not required.

Cumulative Impacts

Potentially Significant Impact. Geological hazards are site-specific and there is little, if any, cumulative relationship between a project and other nearby projects. Nonetheless, cumulative development in the

Project vicinity would likely increase the overall population in the area, thus, increasing the risk of geological and soil hazards particularly to Project-specific issues that shall be further evaluated in an EIR. Therefore, cumulative geological and soils impacts shall be further evaluated in an EIR.

7. GREENHOUSE GAS EMISSIONS

a) **Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

Potentially Significant Impact. Greenhouse gas (GHG) emissions refer to a group of emissions that are believed to affect global climate conditions. These gases trap heat in the atmosphere and the major concern is that increases in GHG emissions are causing global climate change. Global climate change is a change in the average weather on the earth that can be measured by wind patterns, storms, precipitation, and temperature. Construction and operation of the Project would generate GHG emissions, which may significantly impact the environment either directly or indirectly. Therefore, impacts may be potentially significant and this potential impact shall be evaluated in an EIR.

b) **Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

Potentially Significant Impact. A significant impact would occur if a proposed project would conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs. Construction and operation of the Project would generate GHG emissions, which may be inconsistent or in some way represent a substantial hindrance to employing the policies or obtaining the goals of GHG-reduction plans. Therefore, impacts may be potentially significant and this potential impact shall be evaluated in an EIR.

8. HAZARDS AND HAZARDOUS MATERIALS

According to the *L.A. CEQA Thresholds Guide*, the determination of significance with respect to hazards and hazardous materials shall be made on a case-by-case basis considering the following factors:

- The regulatory framework for the health hazard;
- The probable frequency and severity of consequences to people or property as a result of a potential accidental release or explosion of a hazardous substance;
- The degree to which the project may require a new, or interfere with an existing emergency response or evacuation plan, and the severity of the consequences;
- The degree to which project design will reduce the frequency or severity of a potential accidental release or explosion of a hazardous substance;
- The probable frequency and severity of consequences to people from exposure to the health hazard; and
- The degree to which project design would reduce the frequency of exposure or severity of consequences to exposure to the health hazard.

The following questions are evaluated applying the foregoing methodology.

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. A significant impact may occur if a project involves use or disposal of hazardous materials as part of its routine operations and would have the potential to generate toxic or otherwise hazardous emissions that could adversely affect sensitive receptors.

The types and amounts of hazardous materials that would be used in connection with the Project would be typical of those used in other residential and commercial developments (e.g., cleaning solvents, pesticides for landscaping, painting supplies, and petroleum products). Construction of the Project would also involve the temporary use of potentially hazardous materials, including vehicle fuels, paints, oils, and transmission fluids. However, all potentially hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable federal, State, and local regulations. Any associated risk would be adequately reduced to a less-than-significant level through compliance with these standards and regulations. Therefore, the Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. A less-than-significant impact would occur, and further analysis of this issue is not required.

b) Would the project create 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. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact to hazards and hazardous materials if:

- The project involved a risk of accidental explosion or release of hazardous substances (including, but not limited to oil, pesticides, asbestos, chemicals or radiation); or
- The project involved the creation of any health hazard or potential health hazard.

While the Project Site is currently developed as a surface parking lot, previous structures once occupied the site. Thus, there is a potential for a previous hazardous land use to have occupied the site. Thus, the preparation of a Phase I Environmental Site Assessment to undergo a records check and site evaluation is warranted to ensure that potentially hazardous materials are not present at the site or accidentally released during construction of the Project posing a hazard to on-site construction personnel and area residents and workers. Therefore, impacts may be potentially significant and this potential impact shall be evaluated in an EIR.

c) Would the project 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. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact to hazards and hazardous materials if:

- A project involved a risk of accidental explosion or release of hazardous substances (including, but not limited to oil, pesticides, chemicals or radiation); or
- A project involved the creation of any health hazard or potential health hazard.

Montessori Shir-Hashirim preschool is located approximately 0.04 miles southeast of the Project Site at 6047 Carlton Way. Construction of the Project would involve the temporary use of potentially hazardous materials, including vehicle fuels, paints, oils, and transmission fluids. Additionally, Project operation would involve the limited use of hazardous materials typically used in the maintenance of mixed-use projects incorporating residential and commercial uses (e.g., cleaning solutions, solvents, pesticides for landscaping, painting supplies and petroleum products). However, all potentially hazardous materials would be used, stored, and disposed of in accordance with manufacturers' specifications and in compliance with applicable federal, State, and local regulations. As such, the use of such materials would not create a significant hazard to nearby schools (i.e., Montessori Shir-Hashirim preschool). Impacts would be less than significant and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

d) Would the project 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. California Government Code Section 65962.5 requires various State agencies to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells and solid waste facilities where there is known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis. A significant impact may occur if a project site is included on any of the above lists and poses an environmental hazard to surrounding sensitive uses.

While the Project Site is currently developed as a surface parking lot, previous structures once occupied the site. Thus, there is a potential for a previous hazardous land use to have occupied the site and an environmental hazard may have been recorded on a regulatory database for the site. Thus, the preparation of a Phase I Environmental Site Assessment to undergo a regulatory database search is warranted. Therefore, impacts may be potentially significant and this potential impact shall be evaluated 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. A significant impact may occur if a project is located within a public airport land use plan area, or within two miles of a public airport, and subject to a safety hazard. The Project Site is not located within any airport's influence area.²² Therefore, no impact would occur, and further analysis of this issue is not required.

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

No Impact. This question would apply to a project only if it were in the vicinity of a private airstrip and would subject area residents and workers to a safety hazard. The Project Site is not located in the

²² Los Angeles County Airport Land Use Commission, *Airports and Airport Influence Areas, June 2012*, website: http://planning.lacounty.gov/assets/upl/project/ALUC_Airports_June2012_rev2d.pdf, accessed: October 20, 2016.

vicinity of a private airstrip. Therefore, no impact would occur, and further analysis of this issue is not required.

g) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Potentially Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact to hazards and hazardous materials if a project involved possible interference with an emergency response plan or emergency evacuation plan. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the degree to which a project may require a new, or interfere with an existing emergency response or evacuation plan, and the severity of the consequences.

The Project Site is not located along a County- or City-identified disaster route.^{23,24} However, Project construction activities may potentially impact traffic along Hollywood Boulevard and Gower Street, which may be utilized as evacuations routes during an emergency, if the Project requires temporary street and/or lane closure(s) without adequate measures to ensure optimal circulation and safety of motorists. Similarly, operation of the Project may significantly impact the performance of these roadways, which may be utilized as evacuations routes during an emergency. A traffic impact analysis is therefore warranted. As impacts may be potentially significant, this potential impact shall be evaluated in an EIR.

h) Would the project 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. A significant impact would occur if a project site is located in proximity to wildland areas and poses a significant fire hazard, which could affect persons or structures in the area in the event of a fire.

The Project Site is located within a highly developed area of the City and does not include wildlands or high fire hazard terrain or vegetation. The Project Site is not within a Very High Fire Hazard Severity Zone,²⁵ nor is the Project Site or surrounding area within a wildland fire hazard area or fire buffer zone.²⁶ Therefore, no impact would occur, and further analysis of this issue is not required.

²³ Los Angeles County Department of Public Works, *Disaster Route Maps, City of Los Angeles Central Area*, website: <http://dpw.lacounty.gov/dsg/disasterRoutes/map/Los%20Angeles%20Central%20Area.pdf>, accessed: October 20, 2016.

²⁴ City of Los Angeles Department of City Planning, *Los Angeles City General Plan Safety Element, Exhibit H, Critical Facilities & Lifeline Systems in the City of Los Angeles, Adopted November 1996*.

²⁵ City of Los Angeles Department of City Planning, *Zone Information & Map Access System*, website: <http://zimas.lacity.org>, accessed: October 20, 2016.

²⁶ City of Los Angeles Department of City Planning, *General Plan Safety Element, Exhibit D, Selected Wildlife Hazard Areas in the City of Los Angeles, Adopted November 1996*.

Cumulative Impacts

Potentially Significant Impact. Cumulative impacts to hazards and hazardous materials may be potentially significant, and therefore, this issue shall be further evaluated in an EIR.

9. HYDROLOGY AND WATER QUALITY

a) Would the project violate any water quality standards or waste discharge requirements?

Potentially Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water quality if discharges associated with a project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable NPDES stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this specific issue, a significant impact may occur if a project would discharge water which does not meet the quality standards of agencies which regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts would also occur if a project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include compliance with the Standard Urban Stormwater Mitigation Plan (SUSMP) requirements to reduce potential water quality impacts.

The Los Angeles Regional Water Quality Control Board (LARWQCB) issued Waste Discharge Requirements for Municipal Stormwater and Urban Runoff Discharges (NPDES Permit No. CAS004001), which requires new development and redevelopment projects to incorporate stormwater mitigation measures. Depending on the type of project, either a SUSMP or a Site Specific Mitigation Plan is required to reduce the quantity and improve the quality of rainfall runoff that leaves a project site.

In addition to the SUSMP, the City institutionalized the use of Low Impact Development (LID) techniques for development and redevelopment projects. In October 2011, the City adopted the Stormwater LID Ordinance (Ordinance No. 181,899) with the stated purpose of:

- Requiring the use of LID standards and practices in future developments and redevelopments to encourage the beneficial use of rainwater and urban runoff;
- Reducing stormwater/urban runoff while improving water quality;
- Promoting rainwater harvesting;
- Reducing off-site runoff and providing increased groundwater recharge;
- Reducing erosion and hydrologic impacts downstream; and
- Enhancing the recreational and aesthetic values in our communities.

Construction activities associated with the Project have the potential to degrade water quality through the exposure of surface runoff (primarily stormwater) to exposed soils, dust, and other debris, as well as from runoff from construction equipment. Operation of the Project also has the potential to degrade water quality and/or waste discharge requirements. Therefore, impacts may be potentially significant and this potential impact shall be evaluated in an EIR.

b) Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering

of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Potentially Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on groundwater level if it would:

- Change potable water levels sufficiently to:
 - Reduce the ability of a water utility to use the groundwater basin for public water supplies, conjunctive use purposes, storage of imported water, summer/winter peaking, or respond to emergencies and drought;
 - Reduce yields of adjacent wells or well fields (public or private); or
 - Adversely change the rate or direction of flow of groundwater
- Result in demonstrable and sustained reduction in groundwater recharge capacity.

Operation of the Project would use a municipal water supply and does not propose the use of any wells or other means of extracting groundwater. The City also imports the majority of its potable water supply from sources outside the Los Angeles Basin. Though the Project will not be extracting groundwater or proposes use of any wells, potential impacts to groundwater resources and supply due to development of the Project should be further evaluated. As such, potential impacts to this topic will be evaluated in an EIR.

c) Would the project 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. A significant impact may occur if a project results in a substantial alteration of drainage patterns that would result in a substantial increase in erosion or siltation during construction or operation of the project.

While a stream or river does not traverse the site, redevelopment of the Project Site from a surface parking lot into a 23-story mixed-use building the footprint of which would encompass nearly the entire site may alter the existing drainage pattern. Moreover, during grading and excavation activities, soil could be exposed and erosion could occur. Therefore, impacts may be potentially significant and this potential impact shall be evaluated in an EIR.

d) Would the project 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. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water hydrology if it would result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow.

While a stream or river does not traverse the site, redevelopment of the Project Site from a surface parking lot into a 23-story mixed-use building the footprint of which would encompass nearly the entire site may alter the existing drainage pattern. Therefore, impacts may be potentially significant and this potential impact shall be evaluated in an EIR.

e) Would the project 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. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water quality if discharges associated with a project would create pollution, contamination, or nuisance as defined in the CWC or that cause regulatory standards to be violated, as defined in the applicable NPDES stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this specific issue, a significant impact may occur if the volume of stormwater runoff from a project site were to increase to a level which exceeds the capacity of the storm drain system serving the project site. A significant adverse effect would also occur if a project would substantially increase the probability that polluted runoff would reach the storm drain system.

Development of the Project could potentially increase the amount of runoff to the existing stormwater drainage system and may substantially increase the probability that polluted runoff would reach the storm drain system. Therefore, impacts may be potentially significant and this potential impact shall be evaluated in an EIR.

f) Would the project otherwise substantially degrade water quality?

Potentially Significant Impact. A significant impact may occur if a project includes potential sources of water pollutants that would have the potential to substantially degrade water quality.

Construction activities associated with the Project have the potential to degrade water quality through the exposure of surface runoff (primarily stormwater) to exposed soils, dust, and other debris, as well as from runoff from construction equipment. Operation of the Project also has the potential to potentially degrade water quality. Therefore, impacts may be potentially significant and this potential impact shall be evaluated in an EIR.

g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. A significant impact would occur only if a project would place housing within a 100-year flood zone. According to the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map, the Project Site is within Zone X – Other Areas, which is a designation for areas determined to be outside the 100-year flood hazard area.²⁷ Therefore, no impact would occur, and further analysis of this issue is not required.

²⁷ Federal Emergency Management Agency, *Flood Insurance Rate Map, Los Angeles County, California, FEMA Map Number 06037C1605F, effective September 26, 2008, website: <http://msc.fema.gov/portal>, accessed: October 20, 2016.*

h) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact. A significant impact may occur if a project were located within a 100-year flood zone, which would impede or redirect flood flows. As discussed in response to checklist question 9.g), above, FEMA's Flood Insurance Rate Map shows the Project Site is not within a 100-year flood hazard area. Therefore, no impact would occur, and further analysis of this issue is not required.

i) Would the project 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. Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project exposes people or structures to a significant risk of loss or death caused by the failure of a levee or dam, including but not limited to a seismically-induced seiche, which is a surface wave created when a body of water is shaken, which could result in a water storage facility failure.

The Project Site is within a modeled potential inundation area for the Hollywood Reservoir (Lake Hollywood), located approximately 1.2 miles northwest of the Project Site, in the event complete and catastrophic dam failure occurred.²⁸ Therefore, impacts may be potentially significant and this potential impact shall be evaluated in an EIR.

j) Would the project expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?

No Impact. A significant impact may occur if a project site is sufficiently close to the ocean or other water body to be potentially at risk of the effects of seismically-induced tidal phenomena (i.e., seiche and tsunami), or if the project site is located adjacent to a hillside area with soil characteristics that would indicate potential susceptibility to mudslides or mudflows.

The Project Site is not within an area potentially impacted by a tsunami as the Project Site is approximately 11.8 miles northeast from the nearest shoreline.²⁹ There are also no major water bodies in the vicinity of the Project Site that would put the site at risk of inundation by seiche other than the Hollywood Reservoir. The Project is not located adjacent to the Hollywood Reservoir in which a seiche could cause damage. In the event a seiche could cause dam failure at the Hollywood Reservoir, the Project would be potentially located within an inundation area as discussed in checklist question 9.i, above, and such potential impacts shall be evaluated in an EIR under that category. Furthermore, the Project Site is located within a heavily developed area of the City where little open space exists. The Project Site is relatively flat and is not located adjacent to a hillside area and, thus, the potential for mudflows to impact the Project Site would be highly unlikely. Therefore, no impact would occur, and further analysis of this issue is not required.

Cumulative Impacts

Potentially Significant Impact. Cumulative impacts to hydrology and water quality may be potentially significant, and therefore, this issue shall be further evaluated in an EIR.

²⁸ *City of Los Angeles Department of City Planning, General Plan Safety Element, Exhibit G, Inundation & Tsunami Hazard Areas in the City of Los Angeles, Adopted November 1996.*

²⁹ *Ibid.*

10. LAND USE AND PLANNING

a) Would the project physically divide an established community?

No Impact. A significant impact may occur if a project were sufficiently large enough or otherwise configured in such a way as to create a physical barrier within an established community (a typical example would be a project which involved a continuous right-of-way such as a roadway which would divide a community and impede access between parts of the community). According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the following factors:

- The extent of the area that would be impacted, the nature and degree of impacts, and the types of land uses within that area;
- The extent to which existing neighborhoods, communities, or land uses would be disrupted, divided or isolated, and the duration of the disruptions; and
- The number, degree, and type of secondary impacts to surrounding land uses that could result from implementation of the proposed project.

The Project Site currently consists of a surface parking lot and is bounded by commercial uses to the south and west, and Hollywood Boulevard and Gower Street to the north and east, respectively. The Project would construct a mixed-use building consisting of residential and commercial uses. Existing multi-family residences are located approximately 160 feet to the northwest and along the Hollywood Boulevard corridor. Additional multi-family residential uses are located to the southeast of the Project Site. The proposed uses are permitted on the Project Site and compatible with the land uses within the Hollywood community. The Project is particularly complementary to the contemporary, high-rise mixed-use projects that have been constructed in Hollywood over the past decade. The Project, primarily surrounded by commercial uses, and secondarily by mixed-use projects with multi-family residences, would not disrupt, divide, or isolate an existing neighborhood or community directly or indirectly. Therefore, no impact would occur, and further analysis of this issue is not required.

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

Potentially Significant Impact. A significant impact may occur if a project is inconsistent with the General Plan, zoning designations, or any other land use plans currently applicable to the project site and would cause adverse environmental effects, which these plans are designed to avoid or mitigate. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the following factors:

- Whether the proposal is inconsistent with the adopted land use/density designation in the Community Plan, redevelopment plan or specific plan for the site; and
- Whether the proposal is inconsistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.

The Project is subject to numerous regional and local land use plans, policies, and regulations as well as to the LAMC, and requests several discretionary land use approvals. Therefore, impacts may be potentially significant and this potential impact shall be evaluated in an EIR.

c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. A significant impact could occur if a project site were located within an area governed by a habitat conservation plan or natural community conservation plan. As discussed in response to checklist question 4.f), above, the Project Site and its immediate vicinity are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. Therefore, no impact would occur, and further analysis of this issue is not required.

Cumulative Impacts

Potentially Significant Impact. Cumulative impacts to consistency with land use and planning may be potentially significant, and therefore, this issue shall be further evaluated in an EIR.

11. MINERAL RESOURCES

a) Would the project 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. A significant impact may occur if the project site is located in an area used or available for extraction of a regionally-important mineral resource, or if the project development would convert an existing or future regionally-important mineral extraction use to another use, or if the project development would affect access to a site used or potentially available for regionally-important mineral resource extraction. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the following factors:

- Whether, or the degree to which, the project might result in the permanent loss of, or loss of access to, a mineral resource that is located in a State Mining and Geology Board Mineral Resource Zone (MRZ) 2 zone or other known or potential mineral resource area, and
- Whether the mineral resource is of regional or statewide significance, or is noted in the Conservation Element as being of local importance.

The Project Site is fully developed with a surface parking lot and no oil wells are present.³⁰ Additionally, the Project Site is not located within an oil field or oil drilling area,³¹ nor within a surface mining district or MRZ-2 zone.³² The Project would not affect any extraction activities and there would be no impact on existing or future regionally important mineral extraction sites. The Project would not involve mineral

³⁰ *City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: <http://zimas.lacity.org>, accessed: October 20, 2016.*

³¹ *City of Los Angeles Department of City Planning, Los Angeles City General Plan Safety Element, Exhibit E, Oil Field and Oil Drilling Areas, Adopted November 1996.*

³² *City of Los Angeles Department of City Planning, Los Angeles City General Plan Conservation Element, Exhibit A, Mineral Resources, Adopted September 2001.*

extraction activities, nor are any such activities presently occurring on the Project Site. Therefore, no impact would occur, and further analysis of this issue is not required.

b) Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. A significant impact may occur if a project site is located in an area used or available for extraction of a locally-important mineral resource, or if the project development would convert an existing or future locally-important mineral extraction use to another use, or if the project development would affect access to a site used or potentially available for locally-important mineral resource extraction. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the following factors:

- Whether, or the degree to which, the project might result in the permanent loss of, or loss of access to, a mineral resource that is located in a MRZ-2 zone or other known or potential mineral resource area, and
- Whether the mineral resource is of regional or statewide significance, or is noted in the Conservation Element as being of local importance.

There are no oil extraction operations, nor drilling or mining of mineral resources at the Project Site. Additionally, the Project Site is not within an area identified for such uses. Therefore, development of the Project would not result in the loss of availability of a mineral resource that would be of value to the residents of the State or a locally-important mineral resource, or mineral resource recovery site, as delineated on a local general plan, specific plan, or land use plan. Therefore, no impact would occur, and further analysis of this issue is not required.

Cumulative Impacts

No Impact. As discussed above, the Project would not result in a potentially significant impacts on mineral resources. It is not known if any other projects in the vicinity would result in the loss of availability of known mineral resources. Regardless, the Project would have no incremental contribution to the potential cumulative impact on mineral resources. Therefore, no cumulative impacts would occur.

12. NOISE

a) Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Potentially Significant Impact. A significant impact may occur where a project would not comply with the City's General Plan Land Use Compatibility Standards for Noise or the City Noise Ordinance (Ordinance No. 144,331).

As the Project Site is a surface parking lot, existing sources of noise at the Project Site generally consists of traffic along area roadways and vehicles using the parking lot. Construction and operation of the Project would increase both temporary and long-term noise, which could exceed City noise standards. Therefore, impacts may be potentially significant and this potential impact shall be evaluated in an EIR.

b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Potentially Significant Impact. Vibration is sound radiated through the ground. The rumbling sound caused by the vibration of room surfaces is called groundborne noise.

Groundborne vibration and groundborne noise could be generated during the construction of the Project, which may impact a historic resource immediately to the west (Fonda Theatre) and a local historic resource, the Hollywood Walk of Fame, immediately to the north. Therefore, impacts may be potentially significant and this potential impact shall be evaluated in an EIR.

c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. A significant impact may occur if a project would result in a substantial permanent increase in ambient noise levels above existing ambient noise levels without the project. A project would typically have a significant impact on noise levels from project operations if the project would increase the ambient noise levels by 3 dBA CNEL at the property line of homes where the resulting noise level would be at least 70 dBA CNEL, or at the property line of commercial buildings where the resulting noise level would be at least 75 dBA CNEL. Additionally, any long-term increase of 5 dBA CNEL or more would cause a significant impact.

As the Project Site currently consists of a surface parking lot, the Project would introduce new sources of noise that may substantially increase the ambient noise levels in the vicinity. Therefore, impacts may be potentially significant and this potential impact shall be evaluated in an EIR.

d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. A significant impact may occur if a project were to result in a substantial temporary or periodic increase in ambient noise levels above existing ambient noise levels without the project. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact to noise levels from construction if:

- Construction activities lasting more than one day would exceed existing ambient exterior noise levels by 10 dBA CNEL or more at a noise sensitive use;
- Construction activities lasting more than 10 days in a 3-month period would exceed existing ambient exterior noise levels by 5 dBA CNEL or more at a noise sensitive use; or
- Construction activities would exceed the ambient noise level by 5 dBA CNEL at a noise sensitive use between the hours of 9:00 PM and 7:00 AM Monday through Friday, before 8:00 AM or after 6:00 PM on Saturday, or at any time on Sunday.

Construction activities at the Project Site would introduce new sources of temporary noise that may substantially increase the ambient noise levels in the vicinity. Therefore, impacts may be potentially significant and this potential impact shall be evaluated 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. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact on ambient noise levels would normally occur if noise levels at a noise sensitive use attributable to airport operations exceed 65 dBA CNEL and the project increases ambient noise levels by 1.5 dBA CNEL or greater.

Although the Project Site is subject to occasional over flights from jet and propeller aircraft, as discussed in response to checklist question 8.e), above, the Project Site is not within any airport's influence area. Moreover, the Project Site is not located within an existing or projected noise contour associated with an airport. Therefore, no impact would occur, and further analysis of this issue is not 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. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact on ambient noise levels would normally occur if noise levels at a noise sensitive use attributable to airport operations exceed 65 dBA CNEL and the project increases ambient noise levels by 1.5 dBA CNEL or greater. This question would apply to a project only if the project site were in the vicinity of a private airstrip and would subject area residents and workers to substantial noise levels from aircraft operations. As discussed in response to checklist question 8.f), above, the Project Site is not located in the vicinity of a private airstrip. Therefore, no impact would occur, and further analysis of this issue is not required.

Cumulative Impacts

Potentially Significant Impact. Cumulative impacts to noise may be potentially significant, and therefore, this issue shall be further evaluated in an EIR.

13. POPULATION AND HOUSING

- a) **Would the project 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. A significant impact may occur if a project would locate new development such as homes, businesses, or infrastructure, with the effect of substantially inducing growth in the project area that would otherwise not have occurred as rapidly or in as great a magnitude. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on population and housing growth shall be made considering the following factors:

- The degree to which a project would cause growth (i.e., new housing or employment generators) or accelerate development in an undeveloped area that exceeds projected/planned levels for the year of project occupancy/buildout, and that would result in an adverse physical change in the environment;
- Whether a project would introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan or General Plan; and

- The extent to which growth would occur without implementation of a project.

The Project would construct approximately 220 multi-family apartment residences at a site that currently consists of a surface parking lot.³³ According to the City of Los Angeles Planning Department, the most recent estimated household size for multi-family housing units in the City of Los Angeles area is 2.44 persons per unit. Thus, the Project could generate approximately 537 residents on site as well as employees at the proposed restaurant/retail use and residential leasing office. Therefore, impacts may be potentially significant and this potential impact shall be evaluated in an EIR.

b) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. A significant impact may occur if a project would result in the displacement of existing housing units, necessitating the construction of replacement housing elsewhere. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on population and housing displacement shall be made considering the following factors:

- A net loss of housing equal to or greater than a one-half block equivalent of habitable housing units through demolition, conversion, or other means; or
- A net loss of any existing housing units affordable to very low- or low-income households (as defined by federal and/or City standards), through demolition, conversion, or other means.

The Project Site currently consists of a surface parking lot, and thus, the Project would not displace existing housing. Therefore, no impact would occur, and further analysis of this issue is not required.

c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. A project-related significant adverse effect could occur if a project would result in the displacement of a substantial amount of people. The Project Site currently consists of a surface parking lot, and thus, the Project would not displace people. Therefore, no impact would occur, and further analysis of this issue is not required.

Cumulative Impacts

Potentially Significant Impact. Cumulative impacts to population and housing may be potentially significant, and therefore, this issue shall be further evaluated in an EIR.

14. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the 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 following public services:

³³ *City of Los Angeles Planning Department, 6200 Sunset Boulevard Initial Study, January 2016.*

a) Fire protection?

Potentially Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on fire protection if it requires the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service. The City of Los Angeles Fire Department (LAFD) considers fire protection services for a project to be adequate if a project is within the maximum response distance for the land use proposed. Pursuant to LAMC Section 57.09.07A, the maximum response distance between residential land uses and a LAFD fire station that houses an engine or truck company is 1.5 miles. If this distance is exceeded, all structures located in the applicable residential area would be required to install automatic fire sprinkler systems.

The Project would construct approximately 220 multi-family residences and approximately 4,580 square feet of restaurant/retail space at a site currently consisting of a surface parking lot. As discussed above, the Project could potentially generate approximately 537 residents on site as well as employees at the proposed restaurant/retail use and residential leasing office. The redevelopment of the site and on-site population could increase the number of emergency calls to LAFD. Therefore, impacts may be potentially significant and this potential impact shall be evaluated in an EIR.

Cumulative Impacts

Potentially Significant Impact. Cumulative impacts to fire protection may be potentially significant, and therefore, this issue shall be further evaluated in an EIR.

b) Police protection?

Potentially Significant Impact. A significant impact may occur if the City of Los Angeles Police Department (LAPD) could not adequately serve a project, necessitating a new or physically altered station. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on police protection shall be made considering the following factors:

- The population increase resulting from the proposed project, based on the net increase of residential units or square footage of non-residential floor area;
- The demand for police services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to LAPD services (facilities, equipment, and officers) and the project's proportional contribution to the demand; and
- Whether the project includes security and/or design features that would reduce the demand for police services.

The Project would construct approximately 220 multi-family residences and approximately 4,580 square feet of restaurant/retail space at a site currently consisting of a surface parking lot. As discussed above, the Project could potentially generate approximately 537 residents on site as well as employees at the proposed restaurant/retail use and residential leasing office. As the Project would generate a permanent on-site population where there currently is none, the Project would likely increase the number of service calls to LAPD from the Project Site. Responses to thefts, vehicle burglaries, vehicle damage, traffic-related incidents, and crimes against persons would be anticipated to increase as a result of the increased on-site activity and increased traffic on adjacent streets and arterials. Therefore, impacts may be potentially significant and this potential impact shall be evaluated in an EIR.

Cumulative Impacts

Potentially Significant Impact. Cumulative impacts to police protection may be potentially significant, and therefore, this issue shall be further evaluated in an EIR.

c) Schools?

Potentially Significant Impact. A significant impact may occur if a project includes substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the Los Angeles Unified School District (LAUSD). Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on public schools shall be made considering the following factors:

- The population increase resulting from a project, based on the net increase of residential units or square footage of non-residential floor area;
- The demand for school services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to LAUSD services (facilities, equipment, and personnel) and a project's proportional contribution to the demand;
- Whether (and to the degree to which) accommodation of the increased demand would require construction of new facilities, a major reorganization of students or classrooms, major revisions to the school calendar (such as year-round sessions), or other actions which would create a temporary or permanent impact on the school(s); and
- Whether a project includes features that would reduce the demand for school services (e.g., on-site school facilities or direct support to LAUSD).

The Project would construct approximately 220 multi-family residences and approximately 4,580 square feet of restaurant/retail space at a site currently consisting of a surface parking lot. As discussed above, the Project could potentially generate approximately 537 residents on site as well as employees at the proposed restaurant/retail use and residential leasing office. Some residents are likely to have grade-school-aged children that in turn could generate increased demand on LAUSD schools currently serving the Project Site. Therefore, impacts may be potentially significant and this potential impact shall be evaluated in an EIR.

Cumulative Impacts

Potentially Significant Impact. Cumulative impacts to schools may be potentially significant, and therefore, this issue shall be further evaluated in an EIR.

d) Parks?

Potentially Significant Impact. A significant impact would occur if the recreation and park services available could not accommodate the projected population increase resulting from implementation of a project. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on recreation and parks shall be made considering the following factors:

- The net population increase resulting from a project;

- The demand for recreation and park services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to recreation and park services (renovation, expansion, or addition) and a project's proportional contribution to the demand; and
- Whether a project includes features that would reduce the demand for park services (e.g., on-site recreation facilities, land dedication, or direct financial support to the Department of Recreation and Parks).

The Project would construct approximately 220 multi-family residences and approximately 4,580 square feet of restaurant/retail space at a site currently consisting of a surface parking lot. As discussed above, the Project could potentially generate approximately 537 residents on site as well as employees at the proposed restaurant/retail use and residential leasing office. Consistent with the recommended City of Los Angeles Department of Recreation and Parks strategy to help alleviate the burden on existing park and recreational facilities, the proposed Project would provide recreational amenities and open space for Project residents. However, the Project's future residents would likely increase the use of parks and recreational facilities in the area, some of which may not have the capacity to serve additional residents. Therefore, impacts may be potentially significant and this potential impact shall be evaluated in an EIR.

Cumulative Impacts

Potentially Significant Impact. Cumulative impacts to parks may be potentially significant, and therefore, this issue shall be further evaluated in an EIR.

e) Other public facilities?

Potentially Significant Impact. A significant impact may occur if a project includes substantial employment or population growth that could generate a demand for other public facilities (such as libraries), which would exceed the capacity available to serve a project site. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on libraries shall be made considering the following factors:

- The net population increase resulting from a project;
- The demand for library services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to library services (renovation, expansion, addition or relocation) and the project's proportional contribution to the demand; and
- Whether a project includes features that would reduce the demand for library services (e.g., library facilities or direct financial support to the Los Angeles Public Library).

The Project would construct approximately 220 multi-family residences and approximately 4,580 square feet of restaurant/retail space at a site currently consisting of a surface parking lot. As discussed above, the Project could potentially generate approximately 537 residents on site as well as employees at the proposed restaurant/retail use and residential leasing office. The Project-generated residents would result in an increased demand for library materials, and potentially result in the need for new or expanded library facilities. In addition to libraries, roadway improvements and/or dedications may be required by the Bureau of Engineering, the construction of which could have an adverse significant

impact. Therefore, impacts may be potentially significant and this potential impact shall be evaluated in an EIR.

Cumulative Impacts

Potentially Significant Impact. Cumulative impacts to other public facilities may be potentially significant, and therefore, this issue shall be further evaluated in an EIR.

15. 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. A significant impact may occur if a project would include substantial employment or population growth which could generate an increased demand for park or recreational facilities that would exceed the capacity of existing parks and causes premature deterioration of the park facilities. As discussed in response to checklist question 14.d), above, the Project-generated residents would increase demand for parks and recreational facilities in the area, some of which may not have the capacity to serve additional residents. Therefore, impacts may be potentially significant and this potential impact shall be evaluated 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. A significant impact may occur if a project includes the construction or expansion of park facilities and such construction would have a significant adverse effect on the environment. The Project includes open spaces and recreational amenities, the construction of which could have an adverse significant impact. As discussed in checklist question 14.d), the Project's future residents would increase the use of parks and recreational facilities in the area, some of which may not have the capacity to serve residents. Therefore, impacts may be potentially significant and this potential impact shall be evaluated in an EIR.

Cumulative Impacts

Potentially Significant Impact. Cumulative impacts to recreation may be potentially significant, and therefore, this issue shall be further evaluated in an EIR.

16. TRANSPORTATION/TRAFFIC

- a) **Would the project conflict with 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. A significant impact would occur if the change in traffic volumes at the study area intersections associated with a project equals or exceeds the thresholds of significance adopted by the City. The Project would require the use of a variety of construction vehicles throughout

the Project construction. Typical construction schedules create trips outside of the traffic peak hours. It is anticipated that there would be no hauling during the PM peak hour, and that construction workers would arrive at the Project Site prior to the AM peak hour, which is typical construction industry practice.

Operation of the Project could generate approximately 537 residents³⁴ in addition to on-site employees and patrons of the commercial spaces, which would result in increased vehicle trips on area roadways that could degrade existing levels of service to failing levels or further exasperate already-failing roadway facilities. The Project-generated population could also increase the demand for and use of public transit, which may affect the performance of existing transit conditions in the area. Therefore, impacts may be potentially significant and this potential impact shall be evaluated in an EIR.

b) Would the project 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. A significant impact may occur if a project would cause a substantial change in Congestion Management Program (CMP)-designated surface roads or highways when compared to conditions without the project. The nearest CMP facility to the Project Site is the Hollywood Freeway (US Route 101), approximately 0.3 mile to the east.³⁵ The CMP requires that new development projects analyze potential project impacts on CMP monitoring locations if an EIR is prepared for the project. When a CMP analysis is required, the CMP methodology requires the analysis of traffic conditions at all CMP arterial monitoring intersections where a project would add 50 or more trips during either the AM or PM weekday peak hours. The CMP also requires that traffic studies analyze mainline freeway monitoring locations where a project would add 150 or more trips in either direction during either AM or PM weekday peak hours. Therefore, impacts may be potentially significant and this potential impact shall be evaluated in an EIR.

c) Would the project 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?

Less Than Significant Impact. The Project is not located within the vicinity of any private or public airport or planning boundary of any airport land use plan. In addition, the Project does not propose any uses that would increase the frequency of air traffic. Given the height of the Project, which is approximately 262 feet high, the Project would be required to comply with applicable Federal Aviation Administration (FAA) requirements regarding rooftop lighting for high-rise structures and with the notice requirements imposed by the FAA for all new buildings taller than 200 feet and would be required to complete Form 7460-1 (Notice of Proposed Construction or Alteration). In accordance with Title 14 of the Code of Federal Regulations, Section 77.13, the Applicant would be required to submit copies of FAA Form 7460-1 to the FAA Obstruction Evaluation Service (OES). The OES would then evaluate the Project and any OES recommendations would be incorporated into the building's design, including protocols pertaining to building markings and lighting. Compliance with the regulatory

³⁴ Based on 2.44 persons per unit for the Hollywood Community Plan Area of the City of Los Angeles, 6200 Sunset Boulevard Initial Study, January 2016.

³⁵ Los Angeles County Metropolitan Transportation Authority, 2010 Congestion Management Program, Exhibit 2-3, page 13, website: http://media.metro.net/docs/cmp_final_2010.pdf, accessed: October 20, 2016.

requirement would ensure that impacts associated with air traffic safety would be less than significant. Therefore, as impacts would be less than significant, further analysis of this issue is not required.

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

No Impact. A significant impact may occur if a project included new roadway design or introduced a new land use or features into an area with specific transportation requirements and characteristics that have not been previously experienced in that area, or if project site access or other features were designed in such a way as to create hazard conditions.

No hazardous design features or incompatible land uses would be introduced with the Project that would create significant hazards to the surrounding roadways. The Project proposes a use that complements the surrounding urban development and utilizes the existing roadway network. Furthermore, the Project would provide temporary curb-side parking within a lay-by/turn-out lane along Gower Street for car share services, and this lay-by/turn-out lane would be entirely outside of the southbound travel lane along Gower Street, and as such, would not block traffic. Therefore, no impact would occur, and further analysis of this issue is not required.

e) Would the project result in inadequate emergency access?

Potentially Significant Impact. A significant impact may occur if a project design would not provide emergency access meeting the requirements of LAFD, or threatened the ability of emergency vehicles to access and serve the project site or adjacent uses.

As discussed in response to checklist question 8.g), above, construction of the Project could result in the temporary blockage of adjacent street lanes. Therefore, impacts may be potentially significant and this potential impact shall be evaluated in an EIR.

f) Would the project conflict with adopted polices, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Potentially Significant Impact. A significant impact may occur if a project would conflict with adopted polices or involve modification of existing alternative transportation facilities located on- or off-site. To encourage and facilitate the use of public transportation and bicycle use, the proposed Project would provide approximately 250 bicycle parking spaces (226 spaces for long-term parking and 24 spaces for short-term parking). This proposed quantity of bicycle parking spaces exceeds LAMC requirements. Nonetheless, operation of the Project could generate approximately 537 residents in addition to employees and patrons associated with the commercial space, which would increase the demand for and use of public transit and may affect the performance and safety of existing transit conditions in the area. Therefore, impacts may be potentially significant and this potential impact shall be evaluated in an EIR.

Cumulative Impacts

Potentially Significant Impact. Cumulative impacts to transportation and traffic may be potentially significant, and therefore, this issue shall be further evaluated in an EIR.

17. UTILITIES AND SERVICE SYSTEMS

a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less Than Significant Impact. A significant impact could occur if a project would discharge wastewater, whose content exceeds the regulatory limits established by the governing agency. This checklist question would typically apply to properties served by private sewage disposal systems, such as septic tanks. CWC Section 13260 states that persons discharging or proposing to discharge waste that could affect the quality of the waters of the State, other than into a community sewer system, shall file a Report of Waste Discharge containing information which may be required by the appropriate Regional Water Quality Control Board (RWQCB). The RWQCB then authorizes a NPDES permit that ensures compliance with wastewater treatment and discharge requirements.

LARWQCB enforces wastewater treatment and discharge requirements for properties in the Project area. The Project would convey wastewater via municipal sewage infrastructure maintained by the Los Angeles Bureau of Sanitation to the Hyperion Treatment Plant (HTP). No industrial discharge into the wastewater system would occur. The HTP is a public facility, and, therefore, is subject to the State's wastewater treatment requirements. As such, wastewater from the implementation of the Project would be treated according to the wastewater treatment requirements enforced by LARWQCB. Therefore, impacts would be less than significant and further analysis of this issue is not required.

b) Would the project 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. A significant impact may occur if a project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on water shall be made considering the following factors:

- The total estimated water demand for the project;
- Whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project buildout;
- The amount by which the project would cause the projected growth in population, housing or employment for the Community Plan area to be exceeded in the year of the project completion; and
- The degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant wastewater impact if:

- The project would cause a measurable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or

- The project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General plan and its elements.

The Project would increase the demand for water and the generation of wastewater, and thus, increase the demand of treatment facilities compared to existing conditions. Therefore, impacts may be potentially significant and this potential impact shall be evaluated in an EIR.

c) Would the project 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. A significant impact may occur if the volume of stormwater runoff would increase to a level exceeding the capacity of the storm drain system serving a project site, resulting in the construction of new stormwater drainage facilities.

The amount and direction of stormwater flow could be altered with the development of the Project. Therefore, impacts may be potentially significant and this potential impact shall be evaluated in an EIR.

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

Potentially Significant Impact. A significant impact may occur if a project would increase water consumption to such a degree that new water sources would need to be identified. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on water shall be made considering the following factors:

- The total estimated water demand for the project;
- Whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project buildout;
- The amount by which the project would cause the projected growth in population, housing or employment for the Community Plan area to be exceeded in the year of the project completion; and
- The degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

The demand for water would increase with the development of 220 dwelling units and ground-level commercial uses when compared to the Project Site's existing condition as a surface parking lot. Therefore, impacts may be potentially significant and this potential impact shall be evaluated in an EIR.

e) Would the project 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. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant wastewater impact if:

- The project would cause a measurable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or
- The project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General plan and its elements.

The Project would increase the generation of wastewater conveyed to the wastewater treatment system, which significantly affect the existing treatment capacity. Therefore, impacts may be potentially significant and this potential impact shall be evaluated in an EIR.

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

Potentially Significant Impact. A significant impact may occur if a project were to increase solid waste generation to a degree such that the existing and projected landfill capacity would be insufficient to accommodate the additional solid waste. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on solid waste shall be made considering the following factors:

- Amount of projected waste generation, diversion, and disposal during demolition, construction, and operation of the project, considering proposed design and operational features that could reduce typical waste generation rates;
- Need for additional solid waste collection route, or recycling or disposal facility to adequately handle project-generated waste; and
- Whether the project conflicts with solid waste policies and objectives in the Source Reduction and Recycling Element or its updates, the Solid Waste Management Policy Plan, Framework Element of the Curbside Recycling Program, including consideration of the land use-specific waste diversion goals contained in Volume 4 of the Source Reduction and Recycling Element.

The Project would generate construction and demolition solid waste as well as daily solid waste during the operation of the Project, which would be recycled or landfilled. Therefore, impacts may be potentially significant and this potential impact shall be evaluated in an EIR.

g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?

Potentially Significant Impact. A significant impact may occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. The Project would generate construction and demolition waste as well as daily solid waste during operation of the Project, which would be recycled or landfilled. Even so, impacts may be potentially significant and this potential impact shall be evaluated in an EIR.

h) Other utilities and service systems?

Potentially Significant Impact. The Project would generate an increase demand for electricity and natural gas. Further analysis of the project's demand upon electricity and natural gas will be provided in an EIR utilizing applicable CEQA Guidelines Appendix F environmental impact thresholds.

Cumulative Impacts

Potentially Significant Impact. Cumulative impacts to utilities and service systems may be potentially significant, and therefore, this issue shall be further evaluated in an EIR.

18. TRIBAL CULTURAL RESOURCES

- a) **Would the project be listed or eligible for listing in the California register of historical resources or in a local register of historical resources as defined in public resources code section 5020.1(k)?**

Less Than Significant Impact. The Project Site is currently occupied by a paved surface parking lot. According to the City's Historic Resources Inventory, Historic Places LA,³⁶ the Project Site is not listed as a historic resource. However, the Project Site is located adjacent to the Hollywood Walk of Fame, a City Historic-Cultural Monument (#198), and the Fonda Theatre, immediately west of the Project Site, which has been identified as eligible for listing on previous Hollywood historic surveys.³⁷ Checklist question 5.a, above, identified these historic resources, which will be evaluated in an EIR.

- b) **Would the project site be a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant, pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?**

Potentially Significant Impact. Approved by Governor Brown on September 25, 2014, Assembly Bill 52 (AB 52) establishes a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in Public Resources Code Section 21074, as part of CEQA. Effective July 1, 2015, AB 52 applies to projects that file a Notice of Preparation of Notice of Negative Declaration/Mitigated Negative Declaration on or after July 1, 2015. As specified in AB 52, lead agencies must provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the tribe has submitted a written request to be notified. The tribe must respond to the lead agency within 30 days of receipt of the notification if it wishes to engage in consultation on the project, and the lead agency must begin the consultation process within 30 days of receiving the request for consultation.

³⁶ City of Los Angeles Historic Resources Inventory, Historic Places LA, <http://www.historicplacesla.org>.

³⁷ http://preservation.lacity.org/files/Hollywood_CRA_Survey_Report_0.pdf
http://preservation.lacity.org/files/Hollywood_CRA_Survey_Index_0.pdf.

and

As discussed previously, the Project would require excavation a depth of one subterranean parking level on the Project Site. Therefore, the potential exists for the Project to significantly impact a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American Tribe. In compliance with AB 52, the City will notify all applicable tribes and the Project will participate in any requested consultations. Therefore, impacts may be potentially significant and this potential impact shall be evaluated in an EIR.

Cumulative Impacts

Potentially Significant Impact. Cumulative impacts to tribal cultural resources may be potentially significant, and therefore, this issue shall be further evaluated in an EIR.

19. MANDATORY FINDINGS OF SIGNIFICANCE

- a) **Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

Potentially Significant Impact. A significant impact could occur if a project would have an identified potentially significant impact for any of the above issues, as discussed in the preceding sections. As noted in the foregoing analysis, potentially significant impacts may result, particularly in regards to historic resources. Therefore, this potential impact shall be evaluated in an EIR.

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

Potentially Significant Impact. For the purpose of this Initial Study, a significant impact may occur if a project, in combination with the related projects, would result in impacts that would be less than significant when viewed separately, but would be significant when viewed together.

As noted in the foregoing analysis, potentially significant impacts may result, including potentially significant cumulative impacts, which shall be further evaluated in an EIR. The following is a list of the cumulative impacts analyses to be included in the EIR:

- Aesthetics
- Air Quality
- Cultural Resources (Historic Resources)
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Recreation

- Transportation/Traffic
- Utilities and Service Systems

For those environmental issues that are to be scoped out of the EIR, that list is as follows:

- Agriculture and Forestry Resources
- Biological Resources
- Mineral Resources

The cumulative impacts analysis is provided along with these respective topics, above.

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

Potentially Significant Impact. A significant impact may occur if a project has the potential to result in significant impacts, as discussed in the preceding sections. The analysis contained in this Initial Study concludes that the Project may result in potentially significant impacts, which shall be further evaluated in an EIR.

V. PREPARERS OF THE INITIAL STUDY AND PERSONS CONSULTED

Lead Agency

City of Los Angeles
Department of City Planning
200 N. Spring Street, Room 750
Los Angeles, CA 90012
Sergio Ibarra, City Planning Associate

Project Applicant

6104 Hollywood, LLC c/o Metropolitan Life Insurance Company
333 S. Hope Street, Suite 3650
Los Angeles, CA 90071
Duhee Lee
Alexander Valente

Environmental Consultant

EcoTierra Consulting, Inc.
555 W. 5th Street, 31st Floor
Los Angeles, CA 90013
Curtis Zacuto, Principal
Brad Perrine, Senior Environmental Planner

VI. ACRONYMS & ABBREVIATIONS

AQMP	Air Quality Management Plan
Basin	South Coast Air Basin
BMPs	Best Management Practices
CEQA	California Environmental Quality Act
City	City of Los Angeles, California
CMP	Congestion Management Program
CWC	California Water Code
FAA	Federal Aviation Administration
FAR	Floor-to-area ratio
FEMA	Federal Emergency Management Agency
GHG	Greenhouse gas(es)
HTP	Hyperion Treatment Plant
LADOT	City of Los Angeles Department of Transportation
LAFD	City of Los Angeles Fire Department
LAPD	City of Los Angeles Police Department
LARWQCB	Los Angeles Regional Water Quality Control Board
LAUSD	Los Angeles Unified School District
LID	Low Impact Development
MBTA	Migratory Bird Treaty Act
Metro	Los Angeles County Metropolitan Transportation Authority
MRZ	Mineral Resource Zone
NPDES	National Pollution Discharge Elimination System
OES	Obstruction Evaluation Service
PRC	Public Resource Code
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAQMD	South Coast Air Quality Management District
SUSMP	Standard Urban Stormwater Mitigation Plan

SWPPP Stormwater Pollution Prevention Program
SWRCB State Water Resources Control Board