

City of Los Angeles

Department of City Planning • Environmental Analysis Section
City Hall • 200 N. Spring Street, Room 750 • Los Angeles, CA 90012



INITIAL STUDY

HOLLYWOOD COMMUNITY PLAN AREA

citizenM Hollywood & Vine

Case Number: ENV-2016-2846-EIR

Project Location: 1718 N. Vine Street, Los Angeles, CA 90028

Council District: 13

Project Description: citizenM, the Project Applicant, proposes to develop a 14-story hotel (Project) on an approximately 0.28-acre site located at 1718 N. Vine Street (Project Site) in the Hollywood community of the City of Los Angeles (City). The Project would include 216 guest rooms, approximately 6,489 square feet of guest-only amenities, and approximately 4,354 square feet of shared guest and public spaces. The building would have a maximum height of 183 feet and would also include three underground parking levels. Upon completion, the Project would result in approximately 73,440 square feet of new floor area and a maximum floor area ratio (FAR) of 6:1.

APPLICANT:
citizenM

PREPARED BY:
Eyestone Environmental, LLC

ON BEHALF OF:
The City of Los Angeles
Department of City Planning
Environmental Analysis Section

October 2016

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CITY OF LOS ANGELES

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

CALIFORNIA ENVIRONMENTAL QUALITY ACT INITIAL STUDY AND CHECKLIST (Article IV B City CEQA Guidelines)

LEAD CITY AGENCY	COUNCIL DISTRICT	DATE
City of Los Angeles Department of City Planning	13	October 5, 2016

RESPONSIBLE AGENCIES

PROJECT TITLE/NO.	CASE NO.
citizenM Hollywood & Vine	ENV-2016-2846-EIR
PREVIOUS ACTIONS CASE NO.	☐ DOES have significant changes from previous actions. ☐ DOES NOT have significant changes from previous actions.

PROJECT DESCRIPTION:

citizenM, the Project Applicant, proposes to develop a 14-story hotel (Project) on an approximately 0.28-acre site located at 1718 N. Vine Street (Project Site) in the Hollywood community of the City of Los Angeles (City). The Project would include 216 guest rooms, approximately 6,489 square feet of guest-only amenities, and 4,354 square feet of shared guest and public spaces. The building would have a maximum height of 183 feet and would also include three underground parking levels. Upon completion, the Project would result in approximately 73,440 square feet of new floor area and a maximum floor area ratio (FAR) of 6:1.

ENVIRONMENTAL SETTING:

The Project Site consists of approximately 12,240 square feet, or 0.28 acre. The Project Site is currently occupied by a 6,393 square foot low-rise commercial building and surface parking areas, which would be removed to allow for construction of the Project. There are no open space areas, trees, or landscaping on the Project Site. Two Jacaranda street trees are located outside of the property line along Vine Street. Currently, there are no driveways providing vehicular access to the Project Site.

The Project Site is located in a highly urbanized area. Surrounding uses immediately adjacent to the Project Site include a surface parking lot to the north; the Pantages Theatre to the east; multi-family residential and commercial uses to the south; and the Redbury Hollywood Hotel to the west across Vine Street. Other uses in close proximity to the Project Site include the W Hotel located approximately 300 feet to the south, and the Capitol Records Building located approximately 300 feet to the north.

PROJECT LOCATION

1718 N. Vine Street, Los Angeles, CA 90028

PLANNING DISTRICT		STATUS: ☐ PRELIMINARY ☐ PROPOSED ☒ ADOPTED 1988
Hollywood Community Plan		
EXISTING LAND USE & ZONING	MAX. DENSITY ZONING	☒ DOES CONFORM TO PLAN
Regional Center Commercial C4-2D-SN	FAR 3:1 per Ordinance No. 165,659	

PLANNED LAND USE & ZONE Regional Center Commercial; (T)(Q)C4-2D-SN	MAX. DENSITY PLAN FAR 6:1 Community Plan with City Planning Commission approval Footnote 9	☐ DOES NOT CONFORM TO PLAN ☐ NO DISTRICT PLAN
SURROUNDING LAND USES Commercial: C4-2D-SN, (T)(Q)C2- 2-SN, (T)(Q)C4-2D-SN	PROJECT DENSITY Project FAR of 6:1; 216 guest rooms	

 ☐ **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.

Emi Stelah

SIGNATURE

City Planning Associate

TITLE

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less 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 Section XVII, "Earlier Analysis," cross referenced).
- 5) Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
 - 1) Earlier Analysis Used. Identify and state where they are available for review.
 - 2) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - 3) Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated
- 7) Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.

9) The explanation of each issue should identify:

- 1) The significance criteria or threshold, if any, used to evaluate each question; and
- 2) The mitigation measure identified, if any, to reduce the impact to less than significance.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

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

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

 ☐ **BACKGROUND**

PROPONENT NAME

citizenM

PHONE NUMBER

917-434-2714

PROPONENT ADDRESS

79 Madison Avenue, Third Floor, New York, NY 10016

AGENCY REQUIRING CHECKLIST

City of Los Angeles, Department of City Planning

DATE SUBMITTED

October 5, 2016

PROPOSAL NAME (If Applicable)

citizenM Hollywood & Vine

**ENVIRONMENTAL IMPACTS**

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?	☒	☐	☐	☐
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a city-designated scenic highway?	☐	☐	☐	☒
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	☒	☐	☐	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☒	☐	☐	☐
II. AGRICULTURAL AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒

III. AIR QUALITY. Where available, the significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project:

a. Conflict with or obstruct implementation of the South Coast Air Quality Management District (SCAQMD) Plan or Congestion Management Plan?	☒	☐	☐	☐
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☒	☐	☐	☐
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment under an applicable federal or state ambient air quality standard?	☒	☐	☐	☐
d. Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
e. Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

IV. BIOLOGICAL RESOURCES. Would the project:

a. Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, regulations by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh vernal pool, coastal, etc.) Through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

V. CULTURAL RESOURCES: Would the project:

a. Cause a substantial adverse change in significance of a historical resource as defined in State CEQA §15064.5?	☒	☐	☐	☐
b. Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA §15064.5?	☒	☐	☐	☐
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☒	☐	☐	☐
d. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐
e. Cause a substantial adverse change in the significance of a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American Tribe that is listed or determined eligible for listing on the California register of historical resources, listed on a local historical register, or otherwise determined by the lead agency to be a tribal cultural resource? ¹	☒	☐	☐	☐

VI. GEOLOGY AND SOILS. Would the project:

a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving :				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☒	☐	☐	☐
ii. Strong seismic ground shaking?	☒	☐	☐	☐
iii. Seismic-related ground failure, including liquefaction?	☒	☐	☐	☐
iv. Landslides?	☐	☐	☒	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral	☒	☐	☐	☐

¹ This checklist question language, based on Office of Planning and Research (OPR) guidance, is being used to address Tribal Cultural Resources as required by Assembly Bill 52. However, the language is still under draft form.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
spreading, subsidence, liquefaction, or collapse?				
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☒	☐	☐	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

VII. GREENHOUSE GAS EMISSIONS. Would the project:

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐

VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials	☐	☐	☒	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?	☐	☐	☐	☒
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

IX. HYDROLOGY AND WATER QUALITY. Would the project result in:

a. Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b. Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in an manner which would result in flooding on- or off site?	☐	☐	☒	☐
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f. Otherwise substantially degrade water quality?	☐	☐	☒	☐
g. Place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h. Place within a 100-year flood plain structures which would impede or redirect flood flows?	☐	☐	☐	☒
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j. Inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐

X. LAND USE AND PLANNING. Would the project:

a. Physically divide an established community?	☐	☐	☒	☐
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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☒	☐	☐	☐
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

XI. MINERAL RESOURCES. Would the project:

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

XII. NOISE. Would the project result in:

a. Exposure of persons to or generation of noise in level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐	☐
b. Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

XIII. POPULATION AND HOUSING. Would the project:

a. Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b. Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

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

a. Fire protection?	☒	☐	☐	☐
b. Police protection?	☐	☐	☒	☐
c. Schools?	☐	☐	☒	☐
d. Parks?	☐	☐	☒	☐
e. Other governmental services (including roads)?	☐	☐	☒	☐

XV. RECREATION.

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

XVI. TRANSPORTATION/TRAFFIC. Would the project:

a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☒	☐	☐	☐
b. Conflict with an applicable congestion management program including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☒	☐	☐	☐
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e. Result in inadequate emergency access?	☒	☐	☐	☐
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☒	☐	☐	☐

XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:

a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☒	☐	☐	☐
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d. Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?	☒	☐	☐	☐
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g. Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐
h. Other utilities and service systems?	☒	☐	☐	☐

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.

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



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

PREPARED BY	TITLE	TELEPHONE #	DATE
Stephanie Eyestone-Jones Eyestone Environmental 6701 Center Drive West, Suite 900 Los Angeles, CA 90045	President	(424) 207-5333	October 5, 2016

A. Project Description

Attachment A: Project Description

A. Introduction

citizenM, the Project Applicant, proposes to develop a 14-story hotel (Project) on an approximately 0.28-acre site located at 1718 N. Vine Street (Project Site) in the Hollywood community of the City of Los Angeles (City). The Project would include 216 guest rooms, approximately 6,489 square feet of guest amenities, and approximately 4,354 square feet of shared guest and public spaces. The building would have a maximum height of 183 feet and would also include three underground parking levels. Upon completion, the Project would result in approximately 73,440 square feet of new floor area and a maximum floor area ratio (FAR) of 6:1.

B. Project Location and Surrounding Uses

As shown in Figure A-1 on page A-2, the Project Site is located in the Hollywood community of the City, approximately 6 miles northwest of downtown Los Angeles and approximately 12 miles northeast of the Pacific Ocean. The Project Site is specifically located at 1718 N. Vine Street and is bounded by surface parking areas to north, the Pantages Theatre to the east, a mixed-use commercial/residential building to the south, and Vine Street to the west. Primary regional access to the Project Site is provided via U.S. Route 101 (US-101), which runs north-south and is located approximately 0.18 mile north of the Project Site. Major arterials providing regional and sub-regional access to the Project Site include Vine Street, Hollywood Boulevard, and Sunset Boulevard. The Project Site has convenient access to public transportation and is served by the Los Angeles County Metropolitan Transportation Authority (Metro) Red Line, as well as numerous bus lines. The closest Metro rail station is the Hollywood/Vine Station, located less than 300 feet south of the Project Site.

The Project Site is located in a highly urbanized area, as illustrated in the aerial photograph provided in Figure A-2 on page A-3. Surrounding uses immediately adjacent to the Project Site include a surface parking lot to the north; the Pantages Theatre to the east; multi-family residential and restaurant uses to the south; and the Redbury Hollywood Hotel to the west across Vine Street. Other uses in close proximity to the Project Site include the W Hotel located approximately 300 feet to the south, and the Capitol Records Building located approximately 300 feet to the north.

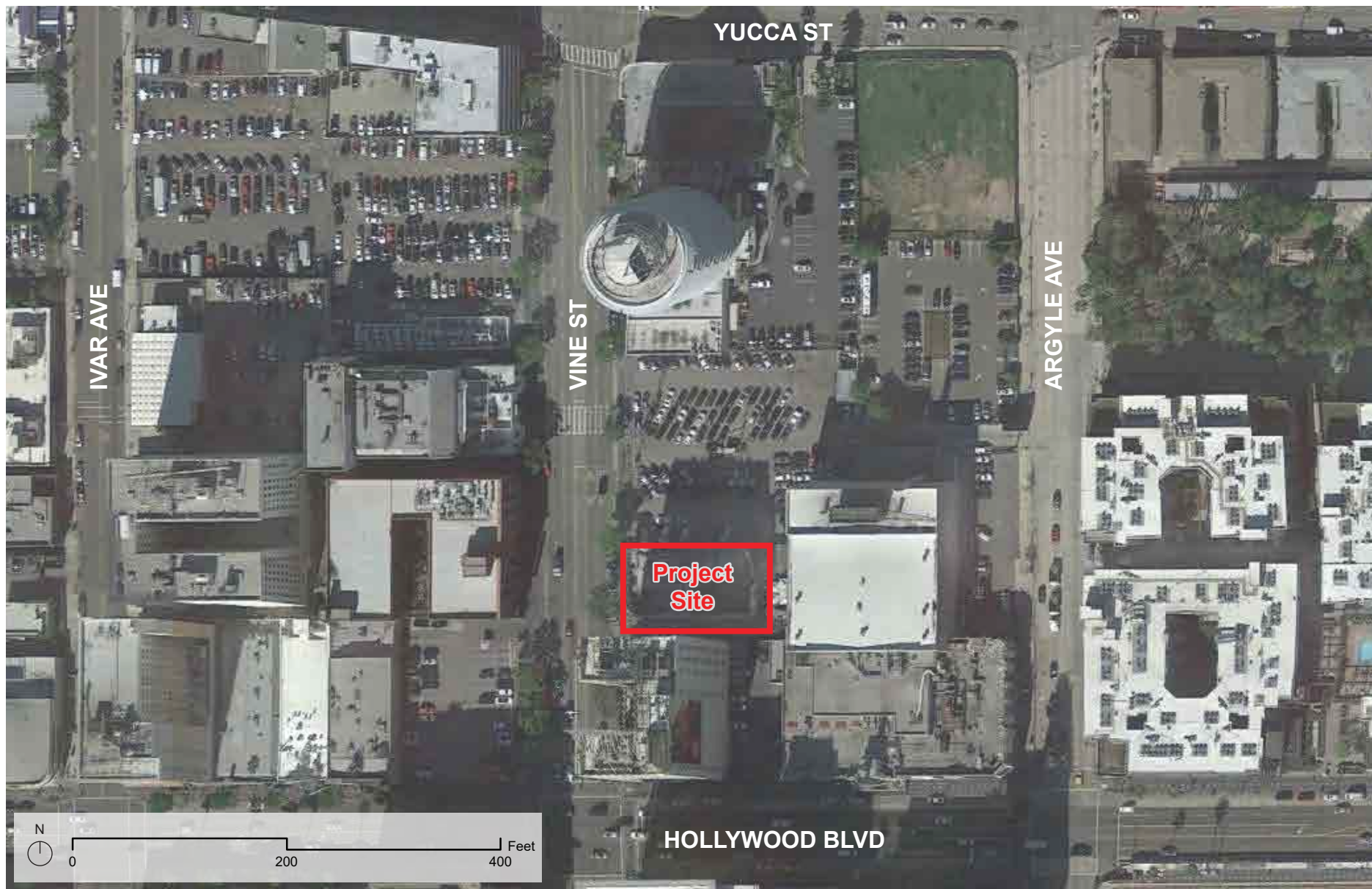


Figure A-2
Aerial Photograph of the Project Vicinity

C. Existing Project Site Conditions

The Project Site consists of approximately 12,240 square feet, or 0.28 acre. As shown in the existing site plan provided in Figure A-3 on page A-5, the Project Site is currently occupied by a 6,393 square foot low-rise commercial building and surface parking areas. There are no open space areas, trees, or landscaping on the Project Site. Two Jacaranda street trees are located outside of the property line along Vine Street. Currently, there are no driveways providing vehicular access to the Project Site.

1. Land Use and Zoning

a. Hollywood Community Plan

The Project Site is located within the planning boundary of the Hollywood Community Plan (Community Plan), adopted in December 1988, and designated for Regional Center Commercial land uses by the Community Plan. Corresponding zoning designations for this land use designation include the C2 (Commercial), C4 (Commercial), P (Parking), PB (Parking Building), RAS3 (Residential/Accessory Services), and RAS4 (Residential/Accessory Services) zones of the Los Angeles Municipal Code (LAMC). The Project Site is subject to Footnote 9 of the Community Plan's land use map, which establishes a base development intensity equivalent to a 4.5:1 floor area ratio (FAR), with a maximum of 6:1 FAR possible through a Transfer of Development Rights procedure and/or City Planning Commission approval.

b. City of Los Angeles Municipal Code

The Project Site is zoned C4-2D-SN (Commercial, Height District 2 with Development Limitation, Hollywood Signage Supplemental Use District). The C4 zone permits a wide array of land uses, such as retail stores, offices, hotels, and theaters. The C4 zone, in conjunction with the Project Site's Regional Center Commercial land use designation, and pursuant to LAMC Section 12.22 A.18, also permits any land use permitted in the R5 (Multiple Residential) zone, which includes multi-family dwellings with a minimum lot area of 200 square feet per dwelling unit, as well as guest rooms with no minimum lot area requirement. The Height District 2 designation, in conjunction with the C4 zone, does not impose a height limitation but does impose a maximum FAR of 6:1. The "D" limitation of the Project Site's zoning, however, further limits the total floor area contained in all buildings to a base FAR of 3:1 (per Ordinance No. 165,659, adopted in 1990), which may be exceeded with the approval of the Community Redevelopment Agency and the City Planning Commission. The SN designation indicates that the Project Site is located in the Hollywood Signage Supplemental Use District (HSSUD).

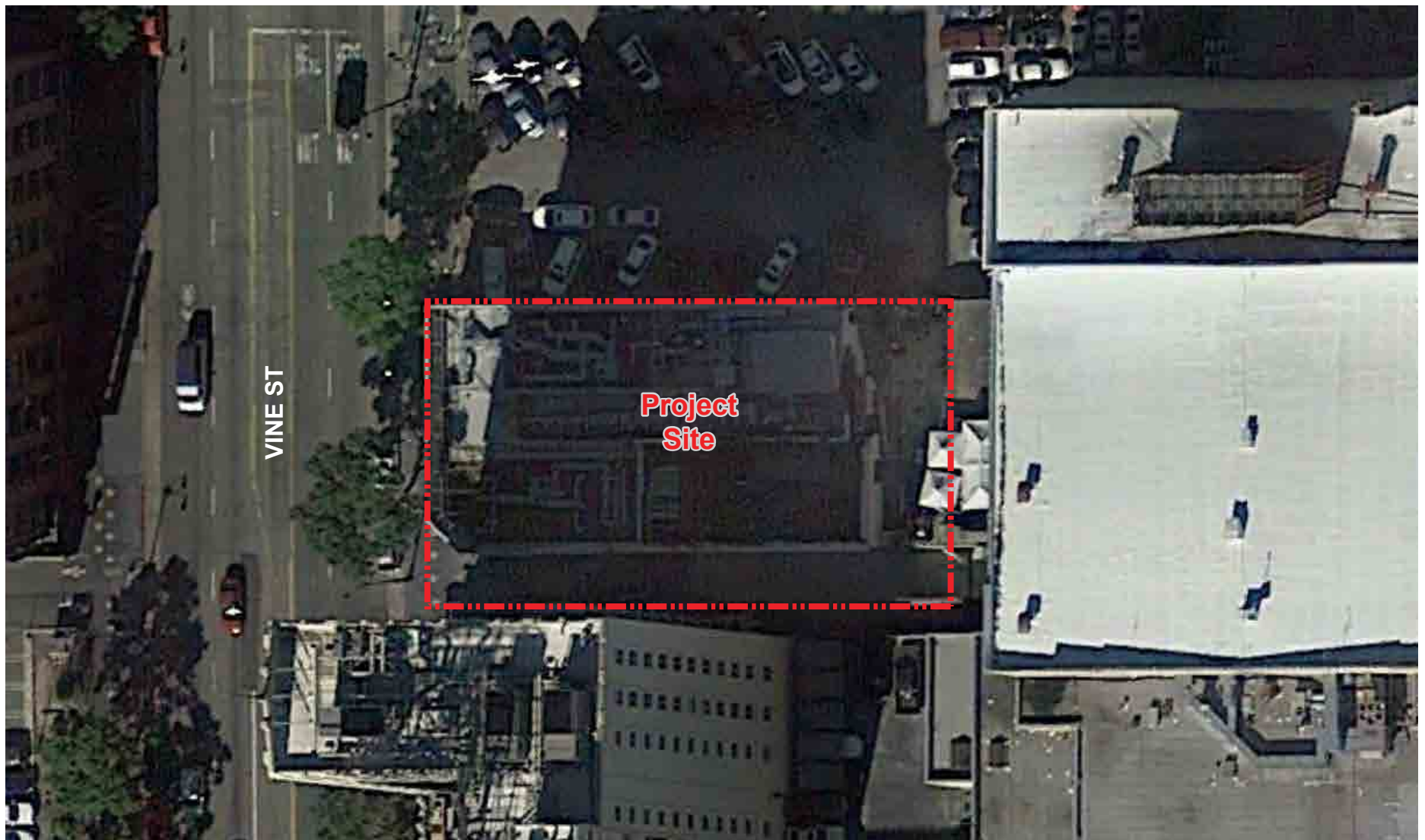


Figure A-3
Existing Site Plan

c. Other Applicable Designations

The Project Site is also located within the boundaries of the Hollywood Redevelopment Plan, a Transit Priority Area pursuant to SB 743, the former Los Angeles State Enterprise Zone, the Los Angeles Promise Zone, and the Hollywood Entertainment District Business Improvement District.

D. Project Characteristics

1. Project Overview

The Project proposes to remove the existing commercial building and paved surface areas in order to redevelop the Project Site. The Project would construct a 14-story hotel with 216 rooms. Three levels of subterranean parking would also be provided. Figure A-4 on page A-7 provides a Conceptual Site Plan for the Project. As summarized in Table A-1 on page A-8 and described in detail below, upon completion, the Project would result in approximately 73,440 square feet of new floor area and a FAR of up to 6:1.

The proposed building would have a maximum height of 183 feet. The ground floor level would include the hotel lobby, a self check-in kiosk, a luggage room, and a feature staircase leading up to Level 2. Level 2 would feature citizenM's 3,358-square-foot "living room" concept, which provides lounge seating, a floor-to-ceiling display of curated books, a limited-service food and beverage bar called "canteenM," and workspace areas for hotel guest and public use. Level 2 would also include a 996-square-foot wrap-around terrace with seating areas and landscaping that would overlook Vine Street. An approximately 3.5-foot-wide portion of this terrace would project into the existing Vine Street right-of-way, pursuant to a limited merger requested as part of the Project's proposed vesting tentative tract map.

The hotel's proposed 216 guest rooms would be located on Levels 3 through 12 of the building. Table A-2 on page A-9 provides a summary of floor plans and square footages. Floor Plans A and B are standard rooms measuring 170 square feet. Floor Plan C rooms are larger, 233-square-foot rooms located only on Levels 11 and 12 that comply with American Disabilities Act (ADA) requirements. All rooms would contain private bathrooms, and room features such as lighting, blinds, temperature controls, and electronics would be operated by using a tablet. Level 13 would contain a 526-square-foot gym and a 395-square-foot gym terrace for hotel guest use. A 1,138-square-foot guest-only hotel bar with access to a 1,719-square-foot terrace would also be located on Level 13. This terrace would feature expansive seating areas and landscaping.



Figure A-4
Conceptual Site Plan

Table A-1
Summary of Proposed Floor Area

Land Use Type	Floor Area^a
Guest Rooms	
Levels 3–12	39,852 sf
<i>Subtotal</i>	<i>39,852 sf</i>
Guest Amenity Spaces	
Level 1 Lobby	2,711 sf
Level 13 Hotel Guest Bar	1,138 sf
Level 13 Hotel Guest Terrace	1,719 sf
Level 13 Hotel Guest Gym	526 sf
Level 13 Hotel Guest Gym Terrace	395 sf
<i>Subtotal</i>	<i>6,489 sf</i>
Shared Guest & Public Spaces	
Level 2 Living Room	3,358 sf
Level 2 Terrace	996 sf
<i>Subtotal</i>	<i>4,354 sf</i>
Corridors, Elevator Lobbies, and Circulation	
Elevator Lobbies and Circulation	2,047 sf
Corridors (Levels 3–12)	16,962 sf
<i>Subtotal</i>	<i>19,009 sf</i>
Back of House	
Level 2 Back of House	2,436 sf
Level 13 Back of House	1,300 sf
<i>Subtotal</i>	<i>3,736 sf</i>
Total	73,440 sf
<i>sf = square feet</i> ^a Except where otherwise noted, square footage is calculated pursuant to the LAMC definition of floor area for the purpose of calculating FAR. In accordance with LAMC Section 12.03, floor area is defined as: “[t]he area in square feet confined within the exterior walls of a building, but not including the area of the following: exterior walls, stairways, shafts, rooms housing building-operating equipment or machinery, parking areas with associated driveways and ramps, space for the landing and storage of helicopters, and basement storage areas.” In addition, in accordance with LAMC Section 12.21.1 A.5, bicycle parking, light courts, and outdoor eating areas of ground floor restaurants are excluded from floor area measurements. Source: Gensler, 2016; Eyestone Environmental, 2016.	

**Table A-2
Summary of Room Types**

Floor Plan	Square Feet per Room	Total Number of Rooms
A	170	102
B	170	102
C	233	12
Total Units		216
<i>Source: Gensler, 2016; Eyestone Environmental, 2016.</i>		

The Applicant is proposing the installation of an original art mural on the southwest corner of the building as part of the exterior building design, as well as an additional original art mural at the ground-level entrance to the hotel. These original art murals would be reviewed and approved by the City's Department of Cultural Affairs pursuant to the City's adopted mural regulations, and would comply with all relevant City regulations regarding original art murals. No on- or off-site signage would be included as part of the proposed original art murals.

2. Access, Circulation, and Parking

As shown in Figure A-4 on page A-7, vehicular access to the Project Site would be provided via a new driveway entrance off of Vine Street that leads to a portico for guest drop-off and valet services. It is anticipated that parking elevators at the rear of the Project Site would be exclusively used and operated by the hotel's valet parking attendants. Pedestrian access within and around the Project Site would be enhanced via sidewalks, new landscaping, original art mural artwork, and decorative pavement within the hotel's entrance area and along the perimeters of the Project Site. Public access to the hotel lobby would be provided from Vine Street.

As shown in Table A-3 on page A-10, the Project would be required to provide a total of 75 vehicular parking spaces per LAMC requirements when accounting for permitted reductions for providing adequate bicycle parking pursuant to the Los Angeles Bicycle Parking Ordinance. The Project would provide 79 vehicular parking spaces within three subterranean levels of parking in accordance with LAMC requirements for vehicular parking spaces. All vehicular parking would be valet only.

The Project would also provide short- and long-term bicycle parking in accordance with LAMC requirements, as summarized in Table A-4 on page A-11. The Project would be required to provide 13 short-term spaces and 13 long-term spaces. In consideration of

**Table A-3
Required Vehicular Parking**

Use Type	Units/Square Feet/Rooms	LAMC Requirement	No. of Spaces Required
Commercial			
Restaurant (Level 2 Living Room and Terrace)	4,354 sf	1 space/500 sf ^a	9
<i>Subtotal</i>			9
Hotel			
1–30 Rooms	30 rooms	1 space/room	30
31–60 Rooms	30 rooms	0.5 space/room	15
Over 60 Rooms	156 rooms	0.33 space/room	52
<i>Subtotal</i>			97
Total Vehicle Parking Required without Bicycle Parking Reduction			106
<i>30% Bicycle Parking Reduction^b</i>			<i>31</i>
Total Vehicle Parking Required with Bicycle Parking Reduction			75
<i>sf = square feet</i> ^a Requirement due to the Project Site's location in the Hollywood Redevelopment Plan area, pursuant to LAMC Section 12.21.A.4(x)(3)(2). ^b 30 percent reduction permitted due to the Project Site's adjacency to transit (Metro Red Line station), pursuant to LAMC Section 12.21.A.4. Source: Gensler, 2016; Eyestone Environmental, 2016.			

the wealth of transportation alternatives for hotel guests in the vicinity of the Project Site, and pursuant to the Los Angeles Bicycle Parking Ordinance, the Project would also provide an additional 96 bicycle parking spaces, thereby qualifying for a reduction in the number of vehicular parking spaces by 31. A total of 124 bicycle parking spaces would be provided; 13 short-term bike parking spaces would be provided in close proximity to the hotel's entrance, and the remainder of the bicycle parking would be provided both at- and below-grade in secured areas to be retrieved by parking attendants or hotel ambassadors.

3. Landscaping and Open Space

As shown in Figure A-4 on page A-7, landscaping would be provided in the outdoor areas throughout the Project Site and would include a mix of trees, shrubs, and large planters. The landscape design would include benches and seating, and would utilize drought-tolerant plant materials that are native to Los Angeles where feasible. The Project

**Table A-4
Required Bicycle Parking**

Use Type	Units/Square Feet/Rooms	LAMC Requirement	Required Short-Term	Required Long-Term
Hotel	216 rooms	1 space/20 rooms (short-term) 1 space/20 rooms (long-term)	11	11
Restaurant (Level 2 Living Room)	4.354 sf	1 space/2,000 SF (short-term) 1 space/2,000 SF (long-term)	2	2
Subtotal			13	13
Additional Bicycle Parking Provided for 30 percent Vehicle Parking Reduction ^a			98 spaces	
Total Bicycle Parking Required			124 spaces	
sf = square feet				
^a Pursuant to LAMC Section 12.21.A.4, a 30-percent reduction is permitted due to the Project Site's adjacency to transit.				
Source: Gensler, 2016; Eyestone Environmental, 2016.				

would retain one Jacaranda street tree located near the northwest corner of the Project Site and remove the second Jacaranda street tree where the Project's required driveway would be constructed. Following the construction of the Project's driveway, there will no longer be sufficient space to plant a replacement street tree along the Project Site's frontage. Accordingly, and pursuant to the City's Urban Forestry Division policies, the Jacaranda proposed for removal would be replaced with two 15-gallon trees that would be donated to the City in coordination with the Urban Forestry Division.

4. Lighting and Signage

Project lighting would include architectural lighting for the buildings, and exterior lights adjacent to buildings and along pathways for aesthetic, security, and wayfinding purposes. Project lighting would comply with current energy standards. All on-site exterior lighting would be automatically controlled via occupancy and photo sensors and/or timers to illuminate only when required. In addition, interior lighting would be equipped with occupancy sensors and/or timers that would be controlled based on room occupancy, thus reducing lighting load and glare. Further, all exterior and interior lighting would meet high energy efficiency requirements utilizing light-emitting diode (LED) or efficient fluorescent lighting technology. All light sources would be shielded and/or directed toward areas to be illuminated, thereby minimizing spill-over onto nearby sensitive areas. In addition, new street and pedestrian lighting within the public right-of-way would comply with applicable

City regulations and thus would maintain appropriate and safe lighting levels on both sidewalks and roadways while minimizing light and glare on adjacent properties.

Project signage would be designed to be aesthetically compatible with the proposed architecture of the Project and other signage in the area. The Project is within the boundaries of the HSSUD and would comply with all related requirements under this district. Proposed signage would include project identity signage and general ground-level and wayfinding pedestrian signage. Wayfinding signs would be located at elevator lobbies, vestibules, and hotel guest corridors. No off-premises billboard advertising is proposed as part of the Project.

5. Sustainability Features

The Project incorporates the principles of smart growth and environmental sustainability, as evidenced by its mixed-use nature, proximity to transit and walkable streets, and the presence of existing infrastructure needed to service the proposed uses. The Project Site is specifically located less than 300 feet north of the Hollywood/Vine Station, which is served by the Metro Red Line, and is within walking distance to numerous bus lines, including those with service that runs every 15 minutes or less during daytime hours. The Project is a prime candidate to meet the U.S. Green Building Council's (USGBC) Leadership in Energy Efficiency and Design (LEED) standards for certification of environmentally sustainable buildings. The Project would incorporate LEED® features capable of achieving Silver certification under the 2009 USGBC's LEED-NC® Rating System. Specific sustainability features would include the following:

a. Energy Conservation & Efficiency

Sustainable strategies that demonstrate the Project's commitment towards total energy reduction include:

- Complying with Title 24, Part 6, California Energy Code baseline standard requirements for energy efficiency, based on the 2013 Energy Efficiency Standards requirements. Examples of design methods and technologies that would be implemented may include, but not be limited to, high performance glazing on windows, appropriately oriented shading devices, high-efficiency boilers (if single metered), instantaneous water heaters (if individual meters), and enhanced insulation to minimize solar and thermal gain.
- Application of energy-saving technologies and components to reduce the project's electrical usage profile. Examples of these components include compact fluorescent light bulbs (CFL), energy saving lighting schemes such as occupancy-sensing controls (where applicable), use of light-emitting diode (LED)

lighting or other energy-efficient lighting technologies where appropriate, and energy-efficient heating and cooling equipment.

- Installation of ENERGY STAR-labeled products and appliances where appropriate.
- During operations in order to achieve maximum efficiency, while maintaining safety for residents and visitors, exterior lighting elements will be controlled by light sensors and/or time clocks to avoid over-lighting as appropriate.
- Commissioning of building energy systems to verify that the Project's building energy systems are installed, calibrated, and performing to established requirements.
- Ensuring that buildings are well sealed to prevent outside air from infiltrating and increasing interior space-conditioning loads.
- Installation of photosensitive controls and dimmable electronic ballasts to maximize the use of natural daylight available and reduce artificial lighting load.
- Installation of occupant-controlled light switches and thermostats to permit individual adjustment of lighting, heating, and cooling to avoid unnecessary energy consumption.
- Designing exterior walls finished with light colored materials and high-emissivity characteristics to reduce cooling loads. Interior walls shall be finished with light-colored materials to reflect more light and, thus, increase lighting efficiency.

b. Water

Specific water conservation strategies include:

- Ensuring that a Stormwater Pollution Prevention Plan (SWPPP) is prepared and implemented during construction.
- Preparing and implementing a Standard Urban Stormwater Mitigation Plan (SUSMP), in accordance with the Los Angeles County Regional Water Quality Control Board (LARWQCB) Municipal Separate Storm Sewer System (MS4) Program. The SUSMP shall incorporate Best Management Practices (BMPs).
- Complying with LARWQCB's General National Pollutant Discharge Elimination System (NPDES) Permit and General Waste Discharge Requirements (WDRs) (Order No. R4- 2012-0175, NPDES No. CAS004001) governing construction-related dewatering discharges (the General Dewatering Permit).

- Complying with City Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use of drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, setting automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and watering less in the cooler months and during the rainy season).
- Selecting plumbing fixtures compliant with the Los Angeles Department of Water and Power (LADWP) requirements for new development in the City, which include:
 - High-efficiency toilets (1.28 gallons per flush or less, including dual flush toilets in single-use bathrooms);
 - High-efficiency urinals (0.125 gallon per flush or less, including waterless urinals);
 - Restroom faucet flow rate of 0.35 gallon per minute or less;
 - Public restroom self-closing faucets;
 - Showerhead flow rate of 1.5 gallons per minute or less;
 - Limit of one showerhead per shower stall;
 - High-efficiency clothes washers (water factor of 6.0 or less);
 - High-efficiency dishwashers (ENERGY STAR rated);
 - Cooling towers operated at a minimum of 5.5 cycles of concentration;
 - Prohibition of single-pass cooling (i.e., the use of potable water to extract heat from process equipment);
 - Irrigation system requirements:
 - Weather-based irrigation controller with rain shutoff;
 - Flow sensor and master valve shutoff (large landscapes);
 - Matched precipitation (flow) rates for sprinkler heads;
 - Drip/microspray/subsurface irrigation where appropriate;
 - Minimum irrigation system distribution uniformity of 75 percent;

- Proper hydro-zoning, turf minimization; and use of native/drought tolerant plant materials;
- Use of LID flow-through planters within common site areas that are not located above subterranean parking.
- Use of landscape contouring to minimize precipitation runoff; and
- Use of separate metering or submetering for all irrigated landscapes of 5,000 square feet or more.

c. Land

Fundamental strategies include mitigating heat island effect and maximizing alternative modes for transportation. Specific strategies include:

- Designing all walking areas with the appropriate solar reflectance index.
- White, high albedo, and reflective material shall be used for roofing in order to have a minimum three-year aged solar reflectance and thermal emittance, or a minimum aged Solar Reflectance Index (SRI) equal to or greater than specified by the City's cool roof ordinance and California standards for reflectivity and emissivity to reject heat.
- Locating all parking below ground.
- Incorporating passive energy efficiency strategies, such as roof overhangs, porches and inner courtyards to minimize heat transference.
- Preparing and implementing a Transportation Demand Management (TDM) Plan that would promote the use of alternative transportation, such as mass-transit, ride-sharing, bicycling, and walking to reduce project trips and and/or vehicle miles traveled.
- Providing on-site bicycle storage for visitors and employees.
- Locating site in a previously developed neighborhood with accessibility to multiple public transportation lines.

d. Materials and Resources

Specific strategies associated with materials and resources include:

- Diverting at least 75 percent of construction and demolition debris from landfills.

- Provide on-site recycling containers to promote the recycling of paper, metal, glass, and other recyclable materials and adequate storage areas for such containers.
- Specifying building materials with at least 10 percent recycled content for the construction of the Project.

e. Air Quality

Additional specific strategies regarding air quality include:

- Designing interior finish materials, including adhesives, sealants, paints, flooring, and composite wood products, with low emission rates of volatile organic compounds (VOCs) to reduce the generation of indoor air contaminants that are odorous, irritating and/or harmful to the comfort and well-being of the construction work force and building occupants.
- Designing the HVAC system to optimize exterior and interior air-flow to ensure healthy indoor air quality.
- Complying with South Coast Air Quality Management District (SCAQMD) Rule 403—Fugitive Dust. Examples of the types of dust control measures currently required and recommended include, but are not limited to, the following:
 - Water active grading/excavation sites and unpaved surfaces at least three times daily;
 - Sweep daily (with water sweepers) all paved construction parking areas and staging areas;
 - Provide daily clean-up of mud and dirt carried onto paved streets from the Project Site;
 - Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the Project Site;
 - Suspend excavation and grading activity when winds (instantaneous gusts) exceed 15 miles per hour over a 30-minute period or more; and
 - Post an information sign at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive fugitive dust generation. Any reasonable complaints shall be rectified within 24 hours of their receipt.

E. Project Construction and Scheduling

Project construction is anticipated to occur over an approximate period of 21 months, beginning in 2018, and is estimated to be completed in 2020. Construction of the Project would commence with removal of the existing commercial building, paved areas and associated utilities, followed by grading and remedial earthwork excavation. Upon completion of earthwork and in accordance with local and state building codes the foundations will be constructed, followed by vertical building construction, paving/concrete, and landscape installation. The Project would require a total of approximately 22,060 cubic yards of export material and soil removal from the Project Site.

As part of the Project, a Construction Traffic Management Plan and Truck Haul Route Program would be implemented during construction to minimize potential conflicts between construction activity and through traffic. The Construction Traffic Management Plan and Truck Haul Route program would be subject to review and approval by the Los Angeles Department of Building and Safety (LADBS) and the Los Angeles Department of Transportation (LADOT). It is anticipated that excavated materials will be taken to landfill sites to the north or south, and that staging of haul trucks and delivery vehicles at the Project Site may occur along Vine Street. Haul trucks would travel on approved truck routes designated within the City. Given the Project Site's proximity to US-101, haul truck traffic would generally take the most direct route to the appropriate freeway ramp, using arterial roadways. The haul route to/from the Project Site is anticipated to be via one of the following routes:

- **To/From US 101 Ramps at Hollywood Boulevard:** Arriving haul truck traffic would exit US-101 at Hollywood Boulevard, travel westbound to Vine Street and north to the Project Site. Departing haul truck traffic would turn left onto Vine Street, travel south to Hollywood Boulevard, then eastbound to access US-101 ramps and continuing to the Chiquita Canyon Landfill via State Route 170, Interstate 5, Newhall Ranch Road, and Henry Mayo Drive
- **To/From US 101 Ramps at Vine Street/Argyle Avenue/Gower Street.** Arriving haul trucks would exit US-101 southbound at Vine Street, travel south on Vine Street to the Project Site or exit US-101 northbound off-ramp at Gower Street and travel south on Gower Street to westbound Hollywood Boulevard to the Project Site. Departing haul truck traffic would travel north on Vine Street, east on Yucca Street then north on Argyle to either the US-101 northbound or southbound on-ramps.

F. Necessary Approvals

The City of Los Angeles has the principal responsibility for approving the Project. Approvals required for development of the Project may include, but are not limited to, the following:

- Vesting Tentative Tract Map pursuant to LAMC Section 17.15 to create one master ground lot and multiple above- and below-grade airspace lots to accommodate the various Project components, to accomplish a limited merger of Vine Street to accommodate minor architectural projections of the Project into the existing public right of way, and to approve the Project's haul route;
- Vesting Zone/Height District Change from C4-2D-SN to (T)(Q)C4-2D-SN pursuant to LAMC Section 12.32 F and Q to allow for a FAR of 6:1 in lieu of 3:1 (per Ordinance No. 165,659);
- Zoning Administrator's Adjustment pursuant to LAMC Section 12.28 to allow reduced side and rear yard setbacks;
- Site Plan Review pursuant to LAMC Section 16.05;
- Master Conditional Use Permit pursuant to LAMC Section 12.24 W.1 for the sale and/or dispensing of alcoholic beverages for a maximum of three (3) on-site full line permits, including within the hotel's public "living room and terrace" dining area, at the guest-only rooftop bar, and throughout the hotel's guest room floors pursuant to in-room service;
- Findings of consistency with the Hollywood Community Plan and objectives in the Hollywood Redevelopment Plan Section 506.2.3, including approval of a written agreement with CRA/LA, a Designated Local Authority, to permit FAR in excess of 4.5:1; and
- Other discretionary and ministerial permits and approvals that may be deemed necessary, including but not limited to temporary street closure permits, grading permits, excavation permits, foundation permits, and building permits.

B. Explanation of Checklist Determinations

Attachment B: Explanation of Checklist Determinations

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

I. Aesthetics

Would the project:

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

Potentially Significant Impact. A scenic vista is a view of a valued visual resource. Scenic vistas generally include views that provide visual access to large panoramic views of natural features, unusual terrain, or unique urban or historic features, for which the field of view can be wide and extend into the distance, and focal views that focus on a particular object, scene, or feature of interest. Visual resources in the vicinity of the Project Site include the Hollywood Hills, the Hollywood Sign, and the Griffith Observatory to the distant north. Scenic vistas of the visual resources in the vicinity of the Project Site are primarily available from area roadways. As discussed in Attachment A, Project Description, of this Initial Study, the Project consists of a 14-story hotel with 216 rooms. The maximum height of the proposed new building would be approximately 183 feet. The new building could potentially be visible within scenic vistas of valued visual resources that are available from locations in the vicinity of the Project Site. Therefore, the EIR will provide further analysis of the Project’s potential impacts to scenic vistas.

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

No impact. The nearest state-designated scenic highway is the 6.2-mile segment of Route 110 (also known as the Arroyo Seco Parkway) located approximately 5 miles southeast of the Project Site,¹ and the nearest City-designated scenic parkway is along Mulholland Drive, approximately 1.35 miles north of the Project Site.² The Project Site is not located along a City-designated scenic highway. Furthermore, the Project Site does not include any scenic resources. Specifically, the Project Site is currently improved with a 6,393-square-foot, low-rise commercial building and surface parking areas. The Project Site does not include protected trees, rock outcroppings, or other natural features. In addition, none of the buildings within the Project Site are considered historic resources. Therefore, the Project would not substantially damage scenic resources, including those located within a City-designated scenic highway. As such, the Project would not result in an impact to scenic resources within a City-designated scenic highway, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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

Potentially Significant Impact. As discussed in Attachment A, Project Description, of this Initial Study, the Project Site is located in a highly urbanized area characterized primarily by low-, mid-, and high-rise buildings of varying heights that are occupied by office, commercial, and residential uses. While the proposed building would be anticipated to be similar and compatible with the existing visual character and quality of the surrounding area, the Project would change the visual character of the Project Site and its surroundings with the development of a new 14-story building on the Project Site. Therefore, the EIR will provide further analysis of the Project's potential impacts on visual character and quality.

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

Potentially Significant Impact. The Project Site currently generates moderate levels of artificial light and glare typical of urbanized areas. Existing light sources include low-level security lighting, interior lighting emanating from the existing building on the

¹ *California Scenic Highway Mapping System, Los Angeles County, www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm, accessed June 1, 2016.*

² *Los Angeles Department of City Planning, Mobility Plan 2035, Citywide General Plan Circulation System Map A4, Central, Midcity Subarea, January 20, 2016.*

Project Site, and architectural lighting. Glare sources include glass and metal vehicle and building surfaces. The Project would introduce new sources of light and glare that are typically associated with hotels, including architectural lighting, signage lighting, interior lighting, security, and wayfinding lighting. Furthermore, the Project would include a new 14-story building, which would introduce nighttime lighting and have the potential to shade adjacent land uses. Therefore, the EIR will provide further analysis of the Project's potential impacts regarding light, glare, and shading.

II. Agriculture and Forest Resources

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

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

No Impact. The Project Site is located in an urbanized area of the City of Los Angeles. As discussed in Attachment A, Project Description, of this Initial Study, the Project Site is currently developed with a 6,393-square-foot, low-rise commercial building and surface parking areas. In addition, the uses surrounding the Project Site include commercial, residential, and entertainment-related uses. No agricultural uses or operations occur on-site or in the vicinity of the Project Site. The Project Site and surrounding area are also not mapped as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency Department of Conservation.³ As such, the Project would not convert farmland to a non-agricultural use. No impacts would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

³ City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report for 1718 N. Vine Street, <http://zimas.lacity.org/>, accessed May 24, 2016.

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

No Impact. The Project Site is zoned by the Los Angeles Municipal Code (LAMC) as C4-2D-SN (Commercial, Height District 2 with Development Limitation, Signage Supplemental Use District). The Project Site is not zoned for agricultural use. Furthermore, no agricultural zoning is present in the surrounding area. The Project Site and surrounding area are also not enrolled under a Williamson Act Contract.⁴ Therefore, the Project would not conflict with any zoning for agricultural uses or a Williamson Act Contract. No impacts would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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

No Impact. As previously discussed, the Project Site is located in an urbanized area and is currently developed with a 6,393-square-foot, low-rise commercial building and surface parking areas. The Project Site does not include any forest land or timberland. In addition, the Project Site is currently zoned for commercial and automobile parking uses. The Project Site is not zoned for forest land and is not used as forest land.⁵ Therefore, the Project would not conflict with existing zoning for, or cause rezoning of, forest land or timberland as defined by the Public Resources Code. No impacts would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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

No Impact. As previously discussed, the Project Site is located in an urbanized area and does not include any forest land or timberland. Therefore, the Project would not result in the loss or conversion of forest land to non-forest use. No impacts would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

⁴ *Ibid.*

⁵ *Ibid.*

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

No Impact. The Project Site is located in an urbanized area of the City of Los Angeles and does not include farmland. The Project Site and surrounding area are not mapped as farmland, are not zoned for farmland or agricultural use, and do not contain any agricultural uses.⁶ As such, the Project would not result in the conversion of farmland to non-agricultural use. No impacts would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

III. Air Quality

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

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

Potentially Significant Impact. The Project Site is located within the 6,700-square-mile South Coast Air Basin (the Basin). Within the Basin, the South Coast Air Quality Management District (SCAQMD) is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the Basin is in non-attainment (i.e., ozone, particulate matter less than 2.5 microns in size [PM_{2.5}], and lead⁷). The SCAQMD's 2012 Air Quality Management Plan (AQMP) contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. These strategies are developed, in part, based on regional population, housing, and employment projections prepared by the Southern California Association of Governments (SCAG). SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development and the environment.⁸ With regard to future growth, SCAG has prepared the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS), which provides population, housing, and employment projections for cities under its jurisdiction. The growth projections in the

⁶ *Ibid.*

⁷ *Partial non-attainment designation for the Los Angeles County portion of the Basin only.*

⁸ *SCAG serves as the federally designated metropolitan planning organization (MPO) for the Southern California region.*

2016 RTP/SCS are based on growth projections in local general plans for jurisdictions in SCAG's planning area.

Construction and operation of the Project may result in an increase in stationary and mobile source air emissions. As a result, development of the Project could have a potential adverse effect on the SCAQMD's implementation of the AQMP. Therefore, the EIR will provide further analysis of the Project's consistency with the SCAQMD's AQMP.

With regard to the Project's consistency with the Congestion Management Program (CMP) administered by the Los Angeles Metropolitan Transportation Authority (Metro), see Response to Checklist Question XVI.b, Transportation/Circulation, below.

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

Potentially Significant Impact. The Project would result in increased air pollutant emissions from the Project Site during construction (short-term) and operation (long-term). Construction-related pollutants would be associated with sources such as construction worker vehicle trips, the operation of construction equipment, site grading and preparation activities, and the application of architectural coatings. During Project operation, air pollutants would be emitted on a daily basis from motor vehicle travel, natural gas consumption, and other on-site activities. Therefore, the EIR will provide further analysis of the Project's construction and operational air pollutant emissions.

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

Potentially Significant Impact. As discussed above, construction and operation of the Project would result in the emission of air pollutants in the Basin, which is currently in non-attainment of federal air quality standards for ozone, PM_{2.5} and lead, and state air quality standards for ozone, PM₁₀, and PM_{2.5}. Therefore, implementation of the Project could potentially contribute to air quality impacts, which could cause a cumulative impact in the Basin. Therefore, the EIR will provide further analysis of cumulative air pollutant emissions associated with the Project.

d. Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. As discussed above, the Project would result in increased air pollutant emissions from the Project Site during construction (short-term)

and operation (long-term). Sensitive receptors located in the vicinity of the Project Site include residential uses to the south of the Project Site. Therefore, the EIR will provide further analysis of the Project's potential to result in substantial adverse impacts to sensitive receptors.

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

Less Than Significant Impact. No objectionable odors are anticipated as a result of either construction or operation of the Project. Specifically, construction of the Project would involve the use of conventional building materials typical of construction projects of similar type and size. Any odors that may be generated during construction would be localized and temporary in nature and would not be sufficient to affect a substantial number of people or result in a nuisance as defined by SCAQMD Rule 402.

With respect to Project operation, according to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The Project would not involve these types of uses. In addition, while limited food service would be available to Project guests and members of the general public, the Project would not include any full-service restaurants. On-site trash receptacles would be contained, located, and maintained in a manner that promotes odor control, and would not result in substantially adverse odor impacts.

Based on the above, the potential odor impact during construction and operation of the Project would be less than significant, and no mitigation measures are required. No further analysis of this topic in an EIR is required.

IV. Biological Resources

Would the project:

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

Less Than Significant Impact. The Project Site is located in an urbanized area and is currently developed with a 6,393-square-foot, low-rise commercial building and surface parking areas. Ornamental trees and landscaping do not exist on the Project Site. Due to the improved nature of the Project Site and the surrounding areas, and the absence

of open space areas, species are unlikely to occur on-site. Therefore, the Project would not 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. Impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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

No Impact. The Project Site is located in an urbanized area and is currently developed with a 6,393-square-foot, low-rise commercial building and surface parking areas. No riparian or other sensitive natural community exists on the Project Site or in the immediate surrounding area. Therefore, the Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community. No impact would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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

No Impact. The Project Site is located in an urbanized area and is currently developed with a 6,393-square-foot, low-rise commercial building and surface parking areas. No water bodies or federally protected wetlands as defined by Section 404 of the Clean Water Act exist on the Project Site or in the immediate vicinity of the Project Site. As such, the Project would not have an adverse effect on federally protected wetlands. No impact would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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

Less Than Significant Impact. As described above, the Project Site is located in an urbanized area and is currently developed with a 6,393-square-foot, low-rise commercial building and surface parking areas. In addition, the areas surrounding the Project Site are fully developed and there are no large expanses of open space within or surrounding the Project Site which provide linkages to natural open space areas and/or

serve as wildlife corridors. Accordingly, development of the Project would not interfere substantially with any established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites. Furthermore, no water bodies that could serve as habitat for fish exist on the Project Site or in the vicinity of the Project Site. Although there are no open space areas, trees, or landscaping on the Project Site, two Jacaranda street trees are located outside of the property line along Vine Street, one of which will be removed to accommodate the Project's required driveway. These existing trees could potentially provide nesting sites for migratory birds. However, the Project would comply with the Migratory Bird Treaty Act (MBTA), which regulates vegetation removal during the nesting season to ensure that significant impacts to migratory birds would not occur. In accordance with the MBTA, tree removal activities would take place outside of the nesting season (February 15–September 15), if and to the extent feasible. To the extent that vegetation removal activities must occur during the nesting season, a biological monitor would be present during the removal activities to ensure that no active nests would be impacted. If active nests are found, a 300-foot buffer (500 feet for raptors) would be established until the fledglings have left the nest. With compliance with the MBTA, the impact would be less than significant and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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

Less Than Significant Impact. The City's protected tree regulations (Ordinance No. 177,404) regulate the relocation or removal of specified protected trees, which include all Southern California native oak trees (excluding scrub oak), California black walnut trees, Western sycamore trees, and California Bay trees of at least four inches in diameter at breast height. A survey of the Project Site and a review of the proposed development relative to the location of any existing on-site trees were conducted by Evergreen Arborist Consultants, Inc. in April 2016. The results of the survey are summarized in a letter dated August 3, 2016 from Michael F. Green, which has been included as Appendix IS-1 of this Initial Study. Based on the survey, there are no tree species found within the Project Site that would be protected under Ordinance No. 177,404.

With regard to non-protected trees, two Jacaranda street trees are located outside of the property line along Vine Street. Of those trees, one would be removed to allow for the construction of the Project's required driveway. The remaining Jacaranda street tree would be retained and would be protected during construction of the Project. Following construction of the Project's driveway, there will no longer be sufficient space to plant a replacement street tree along the Project Site's frontage. Accordingly, and pursuant to the City's Urban Forestry Division policies, the Jacaranda tree proposed for removal would need to be replaced with two 15-gallon trees that would be donated to the City in coordination with the Urban Forestry Division. Therefore, the Project would not conflict with

any local policies or ordinances protecting biological resources. Impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The Project Site is located in an urbanized area and is currently developed with a 6,393-square-foot, low-rise commercial building and surface parking areas. As previously described, there are no open space areas, trees, or landscaping on the Project Site. The Project Site does not support any habitat or natural community. Accordingly, no Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plans apply to the Project Site. Thus, the Project would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other related plans. No impact would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

V. Cultural Resources

Would the project:

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

Potentially Significant Impact. Section 15064.5 of the CEQA Guidelines generally defines a historic resource as a resource that is: (1) listed in, or determined to be eligible for listing in the California Register of Historical Resources (California Register); (2) included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code); or (3) identified as significant in an historical resources survey (meeting the criteria in Section 5024.1(g) of the Public Resources Code). In addition, any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register. The California Register automatically includes all properties listed in the National Register of Historic Places (National Register) and those formally determined to be eligible for listing in the National Register. The local register of historical resources is managed by the City of Los Angeles

Office of Historic Resources, which operates SurveyLA, a program to identify significant historic resources throughout the City.

While the Project Site has not been identified as a potential historic resource by SurveyLA or by any other prior survey of the Hollywood area, the Project Site is adjacent to (but outside of) the boundaries of the Hollywood Boulevard Commercial and Entertainment District, which is listed on the National Register of Historic Places (#85000704) and on the California Register of Historic Resources (N1352).⁹ Furthermore, the Project Site is adjacent to the Hollywood Walk of Fame, which is a designated City of Los Angeles Historic-Cultural Monument (HCM No. 194).¹⁰ Therefore, given the proximity of the Project Site to these historic resources, further analysis of potential impacts to these resources in the EIR is required.

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

Potentially Significant Impact. Section 15064.5(a)(3)(D) of the CEQA Guidelines generally defines archaeological resources as any resource that “has yielded, or may be likely to yield, information important in prehistory or history.” Archaeological resources are features, such as tools, utensils, carvings, fabric, building foundations, etc., that document evidence of past human endeavors and that may be historically or culturally important to a significant earlier community. The Project Site is located within an urbanized area of the City of Los Angeles and has been subject to grading and development in the past. Therefore, surficial archaeological resources that may have existed at one time have likely been 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. Therefore, further analysis of this issue in the EIR is required.

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

Potentially Significant Impact. Paleontological resources are the fossilized remains of organisms that have lived in a region in the geologic past and whose remains are found in the accompanying geologic strata. This type of fossil record represents the primary source of information on ancient life forms, since the majority of species that have existed on earth from this era are extinct. Section 5097.5 of the California Public

⁹ City of Los Angeles Department of City Planning, ZIMAS, Parcel Profile Report for 1718 N. Vine Street, <http://zimas.lacity.org/>, accessed May 24, 2016.

¹⁰ *Ibid.*

Resources Code specifies that any unauthorized removal of paleontological remains is a misdemeanor. Furthermore, California Penal Code Section 622.5 includes penalties for damage or removal of paleontological resources.

The Project would require excavation of approximately 22,060 cubic yards of soil at a depth of approximately 35 feet below ground surface. Although the Project Site has been previously graded and developed, there remains the potential to disturb previously undiscovered paleontological resources that may exist within the Project Site. Therefore, further analysis of this issue in the EIR is required.

d. Disturb any human remains, including those interred outside of dedicated cemeteries (see Public Resources Code, Ch. 1.75, §5097.98, and Health and Safety Code §7050.5(b))?

Less Than Significant Impact. Although no human remains are known to have been found based on previous development on the Project Site, there is the possibility that unknown resources could be encountered during construction of the Project, particularly during ground-disturbing activities such as excavation and grading. While the uncovering of human remains is not anticipated, if human remains are discovered during construction, such resources would be treated in accordance with State law, including Section 15064.5(e) of the CEQA Guidelines, Section 5097.98 of the California Public Resources Code and Section 7050.5 of the California Health and Safety Code. Specifically, if human remains are encountered, work on the portion of the Project Site where remains have been uncovered would be suspended and the City of Los Angeles Public Works Department and the County Coroner would be immediately notified. If the remains are determined by the County Coroner to be Native American, the Native American Heritage Commission would be notified within 24 hours, and the guidelines of the Native American Heritage Commission would be adhered to in the treatment and disposition of the remains. Compliance with the regulatory standards described above would ensure appropriate treatment of any potential human remains unexpectedly encountered during grading and excavation activities. Therefore, the Project's impact on human remains would be less than significant and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

- e. Cause a substantial adverse change in the significance of a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American Tribe that is listed or determined eligible for listing on the California register of historical resources, listed on a local historical register, or otherwise determined by the lead agency to be a tribal cultural resource?¹¹**

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 or 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.

As discussed above, the Project would require excavation of approximately 22,060 cubic yards of soil at a depth of approximately 35 feet below ground surface. 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 will participate in any requested consultations. Further analysis of this topic will be provided in the EIR.

¹¹ *This checklist question language, based on Office of Planning and Research (OPR) guidance, is being used to address Tribal Cultural Resources as required by Assembly Bill 52. However, the language is still under draft form.*

VI. Geology and Soils

Would the project:

- a. **Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:**
 - i. **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

Potentially Significant Impact. Fault rupture occurs when movement on a fault deep within the earth breaks through to the surface. Based on criteria established by the California Geological Survey (CGS), faults can be classified as active, potentially active, or inactive. Active faults are those having historically produced earthquakes or shown evidence of movement within the past 11,000 years (during the Holocene Epoch). Potentially active faults have demonstrated displacement within the last 1.6 million years (during the Pleistocene Epoch) while not displacing Holocene Strata. Inactive faults do not exhibit displacement younger than 1.6 million years before the present. In addition, there are buried thrust faults, which are faults with no surface exposure. Due to their buried nature, the existence of buried thrust faults is usually not known until they produce an earthquake.

The CGS establishes regulatory zones around active faults, called Alquist-Priolo Earthquake Fault Zones (previously called Special Study Zones). These zones, which extend from 200 to 500 feet on each side of the known fault, identify areas where a potential surface fault rupture could prove hazardous for buildings used for human occupancy. Development projects located within an Alquist-Priolo Earthquake Fault Zone are required to prepare special geotechnical studies to characterize hazards from any potential surface ruptures. In addition, the City of Los Angeles designates Fault Rupture Study Areas along the sides of active and potentially active faults to establish areas of potential hazard due to fault rupture.

The Project Site is within a currently established Alquist-Priolo Earthquake Fault Zone for surface fault rupture hazards, and the current published CGS map for the Hollywood Quadrangle shows the nearest trace of the Hollywood Fault located approximately 100 feet from the Project Site.¹² While the presence of any active fault

¹² *California Geological Survey. Earthquake Zones of Required Investigation, Hollywood Quadrangle, released November 6, 2014; Group Delta, Updated Geotechnical Feasibility Report, Proposed High-Rise Hotel Development, 1718 Vine Street, Hollywood District, Los Angeles, California, July 28, 2016..*

traces must be determined through a site-specific investigation, the potential for surface rupture due to faulting occurring beneath or in close proximity to the Project Site is high. Given the location of the Project site within an established Alquist-Priolo Earthquake Fault Zone and the proximity of the Hollywood Fault, further analysis of this issue will be provided in the EIR.

ii. Strong seismic ground shaking?

Potentially Significant Impact. The Project Site is located in the seismically active Southern California region and could be subjected to moderate to strong ground shaking in the event of an earthquake on one of the many active Southern California faults. Further analysis of this potential impact will be provided in the EIR.

iii. Seismic-related ground failure, including liquefaction?

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

Although Exhibit B to the City of Los Angeles General Plan (General Plan) Safety Element identifies the Project Site within a liquefiable area,¹³ both the CGS Seismic Hazards Map of the State of California, Hollywood Quadrangle and the City's Zoning Information and Map Access System (ZIMAS)^{14,15} indicate that the Project Site is not located in an area that has been identified by the state as being potentially susceptible to liquefaction. This determination is based on groundwater depth records and prevalent soil types. Nevertheless, given the designation in the General Plan's Safety Element, and as the potential for seismic activity exists in the vicinity of the Project Site, a more detailed analysis of this issue will be provided in the EIR.

¹³ *Los Angeles General Plan Safety Element, Exhibit B, Areas Susceptible to Liquefaction, November 1996, p. 49.*

¹⁴ *California Geological Survey. Earthquake Zones of Required Investigation, Hollywood Quadrangle, released November 6, 2014.*

¹⁵ *City of Los Angeles Department of City Planning, ZIMAS, Parcel Profile Report for 1718 N. Vine Street, <http://zimas.lacity.org/>, accessed May 24, 2016.*

iv. Landslides?

Less Than Significant Impact. Landslides generally occur in loosely consolidated, wet soil and/or rocks on steep sloping terrain. The Project Site and surrounding area are fully developed and generally characterized by flat topography. The Project Site is not located in a landslide area as mapped by the City of Los Angeles, or within a landslide zone as mapped by CGS.^{16,17} Therefore, the probability of seismically induced landslides occurring at the Project Site would be considered low. No significant impacts would occur and no mitigation measures would be required. No further evaluation of this topic in the EIR is required.

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

Less Than Significant Impact. Development of the Project would require grading, excavation, and other construction activities that have the potential to disturb existing soils and expose soils to rainfall and wind, thereby potentially resulting in soil erosion. However, construction activities would occur in accordance with erosion control requirements, including grading and dust control measures, imposed by the City pursuant to grading permit regulations. Specifically, Project construction would comply with the Los Angeles Building Code, which requires necessary permits, plans, plan checks, and inspections to ensure that the Project would reduce the sedimentation and erosion effects. In addition, as discussed below under Checklist Question IX, Hydrology and Water Quality, the Project would be required to have an erosion control plan approved by the Los Angeles Department of Building and Safety (LADBS), as well as a Storm Water Pollution Prevention Plan (SWPPP) pursuant to the National Pollutant Discharge Elimination System (NPDES) permit requirements. As part of the SWPPP, Best Management Practices (BMPs) would be implemented during construction to reduce sedimentation and erosion levels to the maximum extent possible. In addition, Project construction contractors would be required to comply with City grading permit regulations, which require necessary measures, plans, and inspections to reduce sedimentation and erosion. With compliance with regulatory requirements that include the implementation of BMPs, impacts would be less than significant and no mitigation measures would be required. No further evaluation of this topic in the EIR is required.

¹⁶ *Los Angeles General Plan Safety Element, Exhibit C, Landslide Inventory & Hillside Areas, November 1996, p. 51.*

¹⁷ *California Geological Survey. Earthquake Zones of Required Investigation, Hollywood Quadrangle, released November 6, 2014.*

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

Potentially Significant Impact. As discussed above in Response to Checklist Question No. VI(a)(iv), impacts associated with landslides would not occur on the Project Site. However, the Project Site is susceptible to ground shaking. Thus, lateral spreading, subsidence, and collapse will be addressed in the EIR. In addition, as discussed in Checklist Question No. VI(a)(iii), potential liquefaction impacts will also be addressed in the EIR.

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

Potentially Significant Impact. Expansive soils are typically associated with fine-grained clayey soils that have the potential to shrink and swell with repeated cycles of wetting and drying. The Project Site may contain soils that are considered to have a moderate expansion potential. Therefore, further analysis of this issue in the EIR will be provided.

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

No Impact. The Project Site is located within a community served by existing sewage infrastructure. The Project's wastewater demand would be accommodated by connections to the existing wastewater infrastructure. As such, the Project would not require the use of septic tanks or alternative wastewater disposal systems. Therefore, the Project would have no impact related to the ability of soils to support septic tanks or alternative wastewater disposal systems. No impact would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

VII. Greenhouse Gas Emissions

Would the project:

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

Potentially Significant Impact. Gases that trap heat in the atmosphere are called greenhouse gases since they have effects that are analogous to the way in which a greenhouse retains heat. Greenhouse gases are emitted by both natural processes and

human activities. The accumulation of greenhouse gases in the atmosphere affects the earth's temperature. The State of California has undertaken initiatives designed to address the effects of greenhouse gas emissions, and to establish targets and emission reduction strategies for greenhouse gas emissions in California. Activities associated with the Project, including construction and operational activities, would result in greenhouse gas emissions. Therefore, the EIR will provide further analysis of the Project's greenhouse gas emissions.

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

Potentially Significant Impact. As the Project would have the potential to emit greenhouse gases, the EIR will include further evaluation of project-related emissions and associated emission reduction strategies to determine whether the Project conflicts with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases (e.g., Assembly Bill 32 and the City of Los Angeles Green Building Code).

VIII. Hazards and Hazardous Materials

The following analysis is based, in part, on the *Phase I Environmental Site Assessment Report* (Phase I ESA) prepared for the Project by Partner Assessment Corporation, Inc., dated September 24, 2015. This report is included as Appendix IS-2 of this Initial Study.

Would the project:

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

Less Than Significant Impact. The types and amounts of hazardous materials that would be used for development of the Project would be typical of those used during construction activities and those used for hotel operations. Specifically, construction of the Project would involve the temporary use of potentially hazardous materials, including vehicle fuels, paints, oils, and transmission fluids. Operation of the Project would be expected to involve the use and storage of small quantities of potentially hazardous materials in the form of cleaning solvents, painting supplies, pesticides for landscaping, and petroleum products. However, all potentially hazardous materials would be used, stored, and disposed of in accordance with manufacturers' instructions and handled in compliance with applicable federal, state, and local regulations. Any associated risk would be reduced through compliance with these standards and regulations. Therefore, the Project's impact related to the transport, use, or disposal of hazardous materials would be less than

significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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

Less Than Significant Impact. The Phase I ESA included a site reconnaissance to identify potential on-site hazards, consultation with local agency representatives, a review of available federal, state, and local records, and subsurface surveys.

As discussed in the Phase I ESA, no evidence of the use of reportable quantities of hazardous substances was observed on the Project Site during the site reconnaissance. Although small quantities of general maintenance supplies were found on the Project Site, all supplies were properly labeled and stored with no signs of leaks, stains or spills. No other indications of release of hazardous substances were observed. The site reconnaissance did not identify any evidence of current or former above-ground or underground storage tanks, clarifiers, or sumps. One grease interceptor was observed on the eastern portion of the Project Site. This grease interceptor collects food grease generated from the existing on-site kitchen, is cleaned out by a licensed hauler on a periodic basis, and is not expected to be a significant environmental concern. No potential Polychlorinated Biphenyls-containing equipment such as transformers, oil-filled switches, hoists, lifts, dock levelers, or hydraulic elevators were observed during the site reconnaissance. In addition, no strong, pungent, or noxious odors were evident. Furthermore, the Project Site is not located within a Methane Zone or Methane Buffer Zone identified by the City.¹⁸

The Project would require the demolition of the 6,393-square-foot, low-rise commercial building and surface parking areas. As discussed in the Phase I ESA, the existing building was built circa 1935. Based on the age of the building, there is potential for asbestos containing materials (ACMs) and lead-based paint (LBP) to be present in the demolition debris. During construction, all ACMs and LBP would be removed in accordance with all applicable regulatory requirements. Specifically, in accordance with SCAQMD Rule 1403, Asbestos Emissions from Demolition/Renovation Activities, prior to demolition activities associated with the Project, the Applicant would conduct a survey of the existing areas where construction would occur to verify the presence or absence of any of these materials and conduct remediation or abatement before any disturbance occurs. Furthermore, the California Division of Occupational Safety and Health (Cal-OSHA) has

¹⁸ City of Los Angeles Department of City Planning, ZIMAS, Parcel Profile Report for 1718 N. Vine Street, <http://zimas.lacity.org/>, accessed May 24, 2016.

established limits of exposure to lead contained in dusts and fumes through California Code of Regulations, Title 8, Section 1532.1, which provides for exposure limits, exposure monitoring, and respiratory protection, and mandates good working practices by workers exposed to lead, particularly since demolition workers are at greatest risk of adverse health exposure. Lead-contaminated debris and other wastes must also be managed and disposed of in accordance with applicable provisions of the California Health and Safety Code. Mandatory compliance with these regulatory requirements would reduce risks associated with ACMs and LBP to acceptable levels.

As part of the Phase I ESA, the previous uses of the Project Site and nearby properties were also evaluated to identify any historically recognized environmental conditions. As detailed in the Phase I ESA, the Project Site was vacant until approximately 1913. From approximately 1913 through 1930, the Project Site was developed with a multiple-family residential apartment building. Circa 1935, two restaurant buildings were constructed on the Project Site. By 1955, the two restaurant buildings were converted into a two-tenant building and used as office space and a restaurant. The office space eventually became part of the restaurant operation. As concluded in the Phase I ESA, based on the previous and existing uses on the Project Site, no potential environmental concerns were identified in association with the current or former use of the Project Site.

Furthermore, as discussed above in Response to Checklist Question VIII.a, the types and amounts of hazardous materials that would be used in connection with the Project would be typical of those used during construction activities and those used in hotel operations. However, all such materials would be used, stored and disposed of in accordance with manufacturers' instructions and in compliance with applicable federal, state, and local regulations. As such, the use of such materials would not 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.

Based on the above, the Project would not create a significant hazard to the public or the environment resulting from the release of a hazardous material into the environment. Therefore, impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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

No impact. The Project Site is not located within 0.25 mile of an existing or proposed school. The nearest schools to the Project Site include the Los Angeles Film School, located approximately 0.50 mile from the Project Site at 6353 Sunset Boulevard,

and Cheremoya Avenue Elementary School, located approximately 0.36 mile from the Project Site at 6017 Franklin Avenue. As discussed above in Response to Checklist Question VIII.a, the types and amounts of hazardous materials that would be used in connection with the Project would be typical of those used during construction activities and those used for hotel operations. Potentially hazardous materials would be used, stored, and disposed of in accordance with manufacturers' instructions and in compliance with applicable federal, state, and local regulations. Therefore, with proper handling and storage, the use of such materials would not create a significant hazard to nearby schools. Impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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

Less Than Significant Impact. Section 65962.5 of the California Government Code requires the California Environmental Protection Agency (CalEPA) to develop and update annually the Cortese List, which is a "list" of hazardous waste sites and other contaminated sites. While Section 65962.5 makes reference to the preparation of a "list," many changes have occurred related to web-based information access since 1992 and information regarding the Cortese List is now compiled on the websites of the Department of Toxic Substances Control (DTSC), the State Water Board, and CalEPA. The DTSC maintains the EnviroStor database, which includes sites on the Cortese List and also identifies potentially hazardous sites where cleanup actions or extensive investigations are planned or have occurred. The database provides a listing of federal Superfund sites, state response sites, voluntary cleanup sites, and school cleanup sites.

As previously discussed, the Phase I ESA included the results of consultation with local agency representatives and a review of available federal, state, and local records. In addition, a computerized government environmental records search (see Appendix C to the Phase I ESA) was conducted as part of the Phase I ESA for the Project Site. The records search included government databases for registered underground storage tanks, operators who are hazardous waste generators, former landfills, and sites with a known hazardous materials release. Based on this search, the Project Site is not listed on any regulatory database and is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, the Project would not create a significant hazard to the public or the environment associated with identification of the Project Site on a hazardous materials list. Impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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

No Impact. The Project Site is not located within 2 miles of an airport or within an area subject to an airport land use plan. The closest airport to the Project Site is the Bob Hope Airport in Burbank, which is located approximately 6.5 miles from the Project Site. Therefore, no impact would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is 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. The Project Site is not located within 2 miles of a private airstrip. No impact would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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

Less Than Significant Impact. The City of Los Angeles General Plan Safety Element addresses public protection from unreasonable risks associated with natural disasters (e.g., fires, floods, earthquakes) and sets forth guidance for emergency response. Specifically, the Safety Element includes Exhibit H, Critical Facilities and Lifeline Systems, which identifies emergency evacuation routes, along with the location of selected emergency facilities. According to the Safety Element, the Project Site is not located along a designated disaster route.¹⁹ The nearest disaster routes are Santa Monica Boulevard located approximately 0.8 mile to the south, and Highland Avenue located approximately 0.7 mile to the west. The majority of construction activities for the Project would be confined to the Project Site itself; however, limited off-site infrastructure improvements may require some work in adjacent street rights-of-way. As such, some partial lane closures on Vine Street may occur. However, these closures would be temporary in nature and even in the event of partial lane closures, both directions of travel on area roadways would be maintained.

¹⁹ *Los Angeles General Plan Safety Element, Exhibit H, Critical Facilities and Lifeline Systems, page 61 (November 1996).*

In addition, while the Project would include adequate emergency access in compliance with Los Angeles Fire Department (LAFD) emergency access requirements, the Project would generate traffic in the vicinity of the Project Site. As discussed below in Response to Checklist Questions XVI.a through XVI.f, the potential traffic impacts of the Project will be evaluated in the EIR. In any event, the Project Site is not located along a designated disaster route. Therefore, given the relative distance of the nearest emergency evacuation routes from the Project Site, the Project would not cause an impediment along the City's designated disaster routes or impair implementation of the City's emergency response plan. Impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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

No Impact. There are no wildlands located in the vicinity of the Project Site. Furthermore, the Project Site is not located within a City-designated Very High Fire Hazard Severity Zone.²⁰ Therefore, the Project would not subject people or structures to a significant risk of loss, injury, or death as a result of exposure to wildland fires. Impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

IX. Hydrology and Water Quality

The following analysis is based, in part, on the *Water Resources Technical Report* prepared for the Project by KPFF, August 10, 2016, and included as Appendix IS-3 of this Initial Study.

Would the project:

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

Less Than Significant Impact. During Project construction, particularly during the grading and excavation phases, stormwater runoff from precipitation events could cause exposed and stockpiled soils to be subject to erosion and convey sediments into municipal storm drain systems. In addition, on-site watering activities to reduce airborne dust could contribute to pollutant loading in runoff. Pollutant discharges relating to the storage, handling, use and disposal of chemicals, adhesives, coatings, lubricants, and fuel could

²⁰ City of Los Angeles Department of City Planning, *ZIMAS, Parcel Profile Report for 1718 N. Vine Street*, <http://zimas.lacity.org/>, accessed May 24, 2016.

also occur. Thus, Project-related construction activities could have the potential to result in adverse effects on water quality. However, as Project construction would disturb more than one acre of soil, the Project would be required to obtain coverage under the NPDES General Construction Permit (Order No. 2012-0006-DWQ) pursuant to NPDES requirements. In accordance with the requirements of the permit, a SWPPP would be developed and implemented during Project construction. The SWPPP would outline BMPs and other erosion control measures to minimize the discharge of pollutants in stormwater runoff. The SWPPP would be carried out in compliance with State Water Resources Control Board (SWRCB) requirements and would also be subject to review by the City for compliance with the City of Los Angeles' *Best Management Practices Handbook, Part A Construction Activities*. Additionally, Project construction activities would occur in accordance with City grading permit regulations (Chapter IX, Division 70 of the LAMC), such as the preparation of an erosion control plan, to reduce the effects of sedimentation and erosion. Prior to the issuance of a grading permit, the Applicant would be required to provide LADBS with evidence that a Notice of Intent has been filed with the SWRCB to comply with the General Construction Permit. With compliance with these existing regulatory requirements, impacts to water quality during construction would be less than significant. No further evaluation of this topic in the EIR is required.

During operation, the Project would introduce sources of potential stormwater pollution that are typical of a hotel development (e.g., cleaning solvents, pesticides for landscaping, and petroleum products associated with parking and circulation areas). Stormwater runoff from precipitation events could potentially carry urban pollutants into municipal storm drains. However, in accordance with NPDES Municipal Permit requirements, the Project would be required to implement Standard Urban Stormwater Mitigation Plan (SUSMP) requirements during the operational life of the Project to reduce the discharge of polluted runoff from the Project Site. The Project would also be required to comply with the City's Low Impact Development (LID) Ordinance (Ordinance No. 181,899), which promotes the use of natural infiltration systems, evapotranspiration, and the reuse of stormwater. To this end, BMPs would be implemented to collect, detain, treat, and discharge runoff on-site before discharging into the municipal storm drain system. Based on the site investigation conducted by KPFF, the Project Site does not currently implement BMPs and has no means of treatment for stormwater runoff. Stormwater runoff from the Project Site has the potential to introduce pollutants into the stormwater drainage system, including sediment, nutrients, pesticides, metals, pathogens, and oil and grease. The Project would be required to meet the City's LID standards and infiltrate or treat at least the volume of water produced by the greater of the 85th percentile storm and the 0.75-inch storm event. Due to the relatively high groundwater level and proximity of the proposed building to the groundwater, infiltration is not considered feasible for the Project Site. LID guidelines require that infiltration systems maintain at least 10 feet clearance to the groundwater, property line, and any building structure. Although groundwater was not encountered in the soil borings drilled to a maximum depth of 65 feet,

the historic high groundwater level is approximately 50 feet below the ground surface. Thus, taking the historic high groundwater level as a conservative estimate for the groundwater level at the Project Site, and the Project's planned depth of 35 feet below the ground surface, infiltration is not feasible due to the LID-required 10 feet of clearance above and below the infiltration systems. In addition, the Project would not include a sufficient amount of landscaping to justify the use of a stormwater capture system for irrigation use. Therefore, the treatment method proposed for the Project Site is the implementation of High Efficiency Biofiltration Systems (flow-through planters) to manage stormwater runoff in accordance with current LID requirements. With implementation of the required BMPs, impacts to water quality during operation would be less than significant. No further evaluation in an EIR is required.

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

Less Than Significant Impact. According to the California Geological Survey, the historic high groundwater level beneath the site was greater than 50 feet below the existing ground surface.²¹ Soil borings were drilled to a maximum of 65 feet below the ground surface and groundwater was not encountered during the geotechnical investigation of the Project Site.²² As previously stated, the Project would require excavation of a maximum depth of approximately 35 feet below the existing ground surface. Therefore, it is not anticipated that Project construction would require dewatering or other withdrawals of groundwater. However, if groundwater is encountered during construction, temporary pumps and filtration would be utilized in compliance with all applicable regulations and requirements, including all relevant NPDES requirements related to construction and discharges from dewatering operations. Therefore, Project construction would not deplete groundwater supplies or interfere with groundwater recharge.

Operation of the Project would not interfere with groundwater recharge. The Project Site is located in an urbanized area and is developed a low-rise commercial building and surface parking areas. As described in the Water Resources Technical Report, the Project Site is currently approximately 100 percent impervious. Therefore, the degree to which

²¹ California Geological Survey, *Seismic Hazard Zone Report for the Hollywood 7.5-Minute Quadrangle, Los Angeles County, California, Plate 1.2, 1998.*

²² KPFF, *1718 Vine Street Project, Water Resources Technical Report, August 10, 2016.*

surface water infiltration and groundwater recharge occurs on-site is negligible. Upon completion of the Project, the Project Site would continue to be approximately 100 percent impervious. Although the Project would include the addition of landscaped planters, which would technically reduce the imperviousness of the Project Site, assuming continued 100-percent imperviousness provides a more conservative analysis. Accordingly, surface water infiltration and groundwater recharge on the Project Site would remain negligible. As such, construction and operation of the Project would not substantially affect groundwater levels beneath the Project Site, including depleting groundwater supplies or resulting in a substantial net deficit in the aquifer volume or lowering of the local groundwater table. Therefore, impacts on groundwater would be less than significant, and no mitigation measures would be required. No further evaluation of this topic in the EIR is required.

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

Less Than Significant Impact. The Project Site is currently 100 percent impervious and is developed with a 6,393-square-foot, low-rise commercial building and surface parking areas. The Project Site is not crossed by any water courses or rivers. Currently, the building's roof drainage collects internally and drains to a curb outlet along Vine Street. The surface area drainage collects in a trench drain and also drains to a curb outlet along Vine Street. The drainage then flows south on Vine Street and enters a catch basin on the northeast corner of Vine Street and Hollywood Boulevard.

The Los Angeles County Department of Public Works (LACDPW) Hydrology Manual requires that a storm drain conveyance system be designed for a 25-year storm event and that the combined capacity of a storm drain and street flow system accommodates flow from a 50-year storm event. However, the *L.A. CEQA Thresholds Guide* establishes the 50-year storm event as the threshold to analyze potential impacts. Table B-1 on page B-27 depicts pre-Project and post-Project stormwater flow rates during a 50-year storm event. As shown in Table B-1, the Project would not decrease the amount of impervious surfaces on the Project Site. Therefore, there would be no increase in stormwater runoff from the Project Site and peak flow rates for a 50-year storm event would remain unchanged at approximately 0.9 cubic feet per second (cfs). However, the Project would result in improved stormwater runoff management through the implementation of High Efficiency Biofiltration BMPs to manage stormwater runoff in accordance with current LID requirements.

Based on the above, the Project would not alter the existing drainage pattern of the Project Site or surrounding area such that substantial erosion, siltation, or on- or off-site

Table B-1
Existing and Proposed Flow Rates During 50-Year Storm Event

Condition	Project Area (acres)	Percent Impervious Surface Area On-Site	Flow Rate (cubic feet/second)
Existing	0.28	100	0.9
Proposed	0.28	100	0.9
<i>Source: KPFF, 2016.</i>			

flooding would occur. Impacts would be less than significant, and no mitigation measures would be required. No further evaluation of this topic in the EIR is required.

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

Less Than Significant Impact. See Checklist Question IX.c, Hydrology and Water Quality, above.

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

Less Than Significant Impact. See Response to Checklist Questions IX.a and IX.c, Hydrology and Water Quality, above.

- f. Otherwise substantially degrade water quality?**

Less Than Significant Impact. See Response to Checklist Question IX.a, Hydrology and Water Quality, above.

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

No Impact. The Project Site is not located within a designated 100-year flood plain area as mapped by the Federal Emergency Management Agency (FEMA) or by the

City.^{23,24} Thus, the Project would not place structures that would impede or redirect flood flows within a 100-year flood plain. No impacts would occur and no mitigation measures would be required. No further evaluation of this topic in the EIR is required.

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

No Impact. As discussed above, the Project Site is not located within a designated 100-year flood plain area. Therefore, the Project would not place structures that would impede or redirect flood flows within a 100-year flood plain. No impacts would occur, and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

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

Less Than Significant Impact. As discussed above, the Project Site is not located within a designated 100-year flood plain. In addition, the Safety Element of the General Plan does not map the Project Site as being located within a flood control basin.²⁵ However, the Project Site is located within the potential inundation area for the Hollywood Reservoir, which is held by the Mulholland Dam.²⁶ The Mulholland Dam is a Los Angeles Department of Water and Power (LADWP) dam located in the Hollywood Hills approximately 1.13 miles northwest of the Project Site. The Mulholland Dam was built in 1924 and designed to hold 2.5 billion gallons of water.²⁷ This dam, as well as others in California, are continually monitored by various governmental agencies (such as the State of California Division of Safety of Dams and the U.S. Army Corps of Engineers) to guard against the threat of dam failure. Current design and construction practices and ongoing programs of review, modification, or total reconstruction of existing dams are intended to ensure that all dams are capable of withstanding the maximum considered earthquake for the site. Pursuant to these regulations, the Mulholland Dam is regularly inspected and

²³ Federal Emergency Management Agency, *Flood Insurance Rate Map, Map Number 06037C1605F*, September 26, 2008.

²⁴ Los Angeles General Plan Safety Element, *Exhibit F, 100-Year & 500-Year Flood Plain*, November 1996, p. 57.

²⁵ Los Angeles General Plan Safety Element, *Exhibit G, Inundation & Tsunami Hazard Areas*, November 1996, p. 59.

²⁶ *Ibid.*

²⁷ California, Department of Water Resources, Division of Safety of Dams, www.water.ca.gov/damsafety/damlisting/index.cfm, accessed June 7, 2016.

meets current safety regulations. In addition, LADWP has emergency response plans to address any potential impacts to its dams. Given the oversight by the Division of Safety of Dams, including regular inspections, and LADWP's emergency response program, the potential for substantial adverse impacts related to inundation at the Project Site as a result of dam failure would be less than significant. No further evaluation of this topic in the EIR is required.

j. Inundation by seiche, tsunami, or mudflow?

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

The Project Site is located approximately 12 miles northeast of the Pacific Ocean. In addition, the Safety Element of the General Plan does not map the Project Site as being located within an area potentially affected by a tsunami.²⁸ However, the Project Site is located within the potential inundation area for the Hollywood Reservoir, which is held by the Mulholland Dam, and is positioned downslope from an area of potential mudflow.²⁹ As discussed above, this dam, as well as others in California, are continually monitored by various governmental agencies (such as the State of California Division of Safety of Dams and the U.S. Army Corps of Engineers) to guard against the threat of dam failure.³⁰ Current design and construction practices and ongoing programs of review, modification, or total reconstruction of existing reservoirs are intended to ensure that all dams are capable of withstanding the maximum considered earthquake for the site. Pursuant to these regulations, the Mulholland Dam, and in turn the Hollywood Reservoir, are regularly inspected and meet current safety regulations. Therefore, no seiche, tsunami, or mudflow events would be expected to impact the Project Site. No significant impacts would occur, and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

²⁸ *Los Angeles General Plan Safety Element, Exhibit G, Inundation & Tsunami Hazard Areas, November 1996, p. 59.*

²⁹ *Ibid.*

³⁰ *California, Department of Water Resources, Division of Safety of Dams, www.water.ca.gov/damsafety/aboutdamsafety/index.cfm, accessed June 28, 2016.*

X. Land Use and Planning

Would the project:

a. Physically divide an established community?

Less Than Significant Impact. As shown in the aerial photograph provided in Figure A-2 of Attachment A, Project Description, of this Initial Study, the Project Site is located in a highly urbanized area characterized by low-, mid-rise, and high-rise buildings that are occupied by office, commercial, residential, and entertainment-related uses. Land uses immediately adjacent to the Project Site include a surface parking lot to the north; the Pantages Theater to the east; multi-family residential and restaurant uses to the south; and the Redbury Hollywood Hotel to the west across Vine Street.

As discussed in Attachment A, Project Description, of this Initial Study, the Project includes the demolition of the existing 6,393-square-foot, low-rise commercial building and surface parking areas, and the construction of a 14-story affordable luxury hotel with 216 guest rooms. The Project would not physically separate or otherwise disrupt an existing residential use on or adjacent to the Project Site, and the proposed hotel use is consistent with other land uses in the surrounding area. All proposed development would occur within the boundaries of the Project Site as it currently exists. Therefore, the Project would not physically divide, disrupt, or isolate an established community. Rather, implementation of the Project would result in further infill of an already developed community with similar and compatible land uses. Impacts would be less than significant and no mitigation measures would be required. No further evaluation of this topic in the EIR is required.

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

Potentially Significant Impact. As discussed in Attachment A, Project Description, of this Initial Study, the Project requires several discretionary approvals, including a zone and height district change. Therefore, the EIR will provide further analysis of the Project's consistency with the General Plan, the Hollywood Community Plan, the LAMC, and other applicable land use plans, policies, and regulations.

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

No Impact. The Project Site is located in an urbanized area of the City of Los Angeles and is currently improved with a 6,393-square-foot, low-rise commercial building and surface parking areas. As previously described, there are no open space areas, trees, or landscaping on the Project Site. The Project Site does not support any habitat or natural community. Accordingly, no Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plan applies to the Project Site. Therefore, the Project would not conflict with the provisions of an adopted habitat conservation plan or natural community conservation plan. No impact would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

XI. Mineral Resources

Would the project:

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

No Impact. No mineral extraction operations currently occur on the Project Site. The Project Site is located within an urbanized area and has been previously disturbed by development. As such, the potential for mineral resources to occur on-site is low. Furthermore, the Project Site is not located within a City-designated Mineral Resource Zone where significant mineral deposits are known to be present, or within a mineral producing area as classified by CGS.^{31,32} The Project Site is also not located within a City-designated oil field or oil drilling area.³³ Therefore, the Project would not result in the loss of availability of a mineral resource or a mineral resource recovery site. No impact would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

³¹ City of Los Angeles, Department of City Planning, *Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, January 19, 1995. Figure GS-1.*

³² State of California Department of Conservation, California Geologic Survey, *Aggregate Sustainability in California, 2012.*

³³ Los Angeles General Plan Safety Element, Exhibit E, *Oil Field & Oil Drilling Areas (November 1996), p. 55.*

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

No Impact. See Response to Checklist Question XI.a, Mineral Resources, above.

XII. Noise

Would the project result in:

- a. 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. The Project Site is located within an urbanized area that contains various sources of noise. The most predominate source of noise in the vicinity of the Project Site is associated with traffic from roadways. Existing on-site noise sources primarily include vehicle noises associated with on-site circulation and parking areas, stationary mechanical equipment, human activity, and emergency vehicles that access the Project Site. During construction activities associated with the Project, the use of heavy equipment (e.g., bulldozers, backhoes, cranes, loaders, etc.) would generate noise on a short-term basis. In addition, because the Project would introduce new permanent non-residential uses to the Project Site, noise levels from on-site sources may also increase during operation of the Project. Furthermore, traffic attributable to the Project has the potential to increase noise levels along adjacent roadways. Therefore, further evaluation of this topic will be provided in the EIR.

- b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**

Potentially Significant Impact. Construction of the Project could generate groundborne noise and vibration associated with demolition, site grading, other clearing activities, the installation of building footings, and construction truck travel. As such, the Project would have the potential to generate and expose people to excessive groundborne vibration and noise levels during short-term construction activities. Therefore, further evaluation of this topic will be provided in the EIR.

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

Potentially Significant Impact. Traffic and human activity associated with the Project, as described above, have the potential to increase ambient noise levels above existing levels. Therefore, further evaluation of this topic will be provided in the EIR.

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

Potentially Significant Impact. As discussed above in Response to Checklist Questions XII.a and XII.b, construction activities associated with the Project would have the potential to temporarily or periodically increase ambient noise levels above existing levels. Therefore, further evaluation of this topic will be provided in the EIR.

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

No Impact. The Project Site is not located within 2 miles of an airport or within an area subject to an airport land use plan. The closest airport to the Project Site is the Bob Hope Airport in Burbank, which is located approximately 6.5 miles from the Project Site. Therefore, no impact would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is 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. The Project Site is not located within the vicinity of a private airstrip. Therefore, no impact would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

XIII. Population and Housing

Would the project:

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

Less Than Significant Impact. The Project proposes a new hotel use that will provide accommodations for visitors to the City, but will not provide long-term housing opportunities. Therefore, the Project would not directly induce population growth in the City. However, the Project could indirectly induce population growth through the creation of temporary construction-related jobs and permanent employment opportunities upon buildout of the Project.

The work requirements of most construction projects are highly specialized such that construction workers remain at a job site only for the time in which their specific skills are needed to complete a particular phase of the construction process. Thus, Project-related construction workers would not be anticipated to relocate their household's place of residence as a consequence of working on the Project. Therefore, construction of the Project is not expected to generate new permanent residents that would induce substantial indirect population growth in the area.

The Project's 73,440 square feet of hotel uses would generate approximately 83 employees, based on employee generation rates promulgated by the Los Angeles Unified School District (LAUSD).³⁴ The estimated number of existing employees is approximately 18 employees, based on LAUSD's employee generation rates.³⁵ Therefore, the Project is estimated to generate a net of 65 new employees on-site. This is a conservative estimate and the number of actual employees would likely be lower due to the limited service nature of the hotel, which is a key feature of the Applicant's business model. It is anticipated that the Project could include a range of full-time and part-time positions that may be filled by persons already residing in the vicinity of the Project Site, and who would not relocate their households due to such employment opportunities. It is also possible that some of the employment opportunities offered by the Project would be filled by persons moving into the surrounding area, which could increase demand for housing. However, it is anticipated that some of this demand would be filled by then-existing vacancies in the housing market and others by any new residential developments that may occur in the vicinity of the Project Site. Therefore, given that the Project would not directly contribute to population growth in the Project area and as some of the employment opportunities generated by the Project would be filled by people already residing in the vicinity of the Project Site, the potential growth associated with Project employees who may relocate their place of residence would not be substantial. As such, the Project would not result in a notable increase in demand for new housing, and any new demand, should it occur, would be minor in the context of forecasted growth for the City of Los Angeles or the Community Plan area. Furthermore, as the Project would be located in a developed area with an established network of roads and other urban infrastructure, it would not require the extension of such infrastructure in a manner that would indirectly induce substantial population growth.

³⁴ *Los Angeles Unified School District, 2012 Developer Fee Justification Study, February 9, 2012, Table 11. Based on the employee generation rate of 0.00113 employee per average square foot for "Lodging."*

³⁵ *Based on the employee generation rate of 0.00271 employee per average square foot for "Neighborhood Shopping Centers."*

According to the 2016 RTP/SCS, the employment forecast for the City of Los Angeles Subregion in 2016 is approximately 1,763,929 employees.³⁶ In 2020, the projected occupancy year of the Project, the City of Los Angeles Subregion is anticipated to have approximately 1,831,457 employees.³⁷ Thus, the Project's estimated 65 new employees would constitute approximately 0.10 percent of the Subregion's employment growth forecasted between 2016 and 2020. Therefore, the Project would not cause an exceedance of SCAG's employment projections, nor would it induce substantial indirect population or housing growth related to Project-generated employment opportunities.

Based on the above, the Project would not induce substantial population or housing growth. Impacts would be less than significant, and no mitigation measures are required. No further analysis of this topic in an EIR is required.

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

No Impact. As no housing currently exists on the Project Site, the Project would not displace any existing housing. No impacts would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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

No Impact. As no housing currently exists on the Project Site, the development of the Project would not cause the displacement of any persons or require the construction of housing elsewhere. No impact would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

³⁶ Based on a linear interpolation of 2012–2040 data. The 2016 extrapolated value is calculated using SCAG's 2012 and 2040 values to find the average increase between years and then applying that annual increase to 2016: $((2,169,100 - 1,696,400) \div 28) * 4 + 1,696,400 = 1,736,929$.

³⁷ Based on a linear interpolation of 2012–2040 data. The 2016 extrapolated value is calculated using SCAG's 2012 and 2040 values to find the average increase between years and then applying that annual increase to 2016: $((2,169,100 - 1,696,400) \div 28) * 8 + 1,696,400 = 1,831,457$.

XIV. Public Services

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental 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 public services:

a. Fire protection?

Potentially Significant Impact. The LAFD provides fire protection and emergency medical services for the Project Site. The closest LAFD fire station to the Project Site is Fire Station No. 27 located at 1327 Cole Avenue in Hollywood, approximately 0.5 mile southwest of the Project Site.³⁸ The Project would increase the developed floor area on the Project Site, as well as the number of hotel guests and employees on-site, which has the potential to result in an increased demand for fire protection services. Therefore, further analysis of this issue will be included in an EIR.

b. Police protection?

Less Than Significant Impact. The Hollywood Community Police Station, which serves the Project area, is located at 1358 N. Wilcox Avenue, approximately 0.5 mile southwest of the Project Site. This station is under the jurisdiction of the West Bureau of the Los Angeles Police Department (LAPD). The Hollywood Community Police Station serves an area that spans 17.2 square miles and has a resident population of approximately 300,000 people. The approximate boundaries of the Hollywood Community Police Station are Normandie Avenue on the east, West Hollywood on the west, Mulholland Drive on the north and Beverly Boulevard on the south. Neighborhoods served by the Hollywood Community Police Station include: Hollywood, Mount Olympus, Fairfax District (North of Beverly Boulevard), Melrose District, Argyle Avenue and Los Feliz Estates.³⁹

With regard to construction, construction sites can be sources of nuisances and hazards and invite theft and vandalism. When not properly secured, construction sites can contribute to a temporary increased demand for police protection services. Given the existing Project Site operations and in accordance with standard construction industry

³⁸ Los Angeles Fire Department, Fire Station Locator, www.lafd.org/fire-stations/station-results?st=441&address=1718%20N.%20Vine%20Street%2C%20Los%20Angeles%2C%20CA, accessed June 13, 2016.

³⁹ Los Angeles Police Department, About Hollywood, Hollywood Community Police Station, http://lapdonline.org/hollywood_community_police_station/content_basic_view/1665, accessed June 13, 2016.

practices, the potential for theft of construction equipment and building materials would be minimized through the use of security fencing, lighting, locked entry, and security patrol of the Project Site and construction areas.

Construction of the Project could also potentially impact the provision of LAPD police protection services and police response times in the vicinity of the Project Site as a result of construction impacts on the surrounding roadways. Specifically, access to the Project Site and the surrounding vicinity could be impacted by construction activities, including utility line connections. Construction activities would also generate traffic associated with the movement of construction equipment, the hauling of demolition and graded materials, and construction worker trips. However, during construction of the Project, construction traffic management plans would be implemented to ensure that adequate and safe access remains available at the Project Site during construction activities. As part of these plans, provisions for temporary traffic control would be provided during all construction activities along public rights-of-way to improve traffic flow on public roadways (e.g., flaggers). In addition, designated truck queuing, equipment staging, and construction worker parking areas would be provided. In accordance with City requirements, emergency access to the Project Site would remain clear and unhindered during construction of the Project. Also, given the permitted hours of construction and nature of construction projects, most of the construction worker trips would occur outside the typical weekday commuter morning and afternoon peak periods, thereby reducing the potential for traffic-related conflicts. Further, pursuant to Section 21806 of the California Vehicle Code, the drivers of emergency vehicles have a variety of options for avoiding traffic, such as using sirens and flashing lights to clear a path of travel or driving in the lanes of opposing traffic.

The Project would not include the development of new residential units that would increase the residential population in the service area of the Hollywood Community Police Station and generate additional demand for police services. However, the Project's proposed hotel use would increase the hotel guest population within the Hollywood Community Police Station service area. Based on the police service population conversion factors provided in the *L.A. CEQA Thresholds Guide*, the Project would generate a maximum of 324 persons on the Project Site.⁴⁰ This service population is a conservative estimate comprised of temporary hotel guests, and is expected to fluctuate depending on the season. In addition, as previously discussed, the Project would generate up to approximately 83 employees, which would also increase the daytime population within the Hollywood Community Police Station service area. However, since the Project does not include any residential uses, the Project would not directly affect the existing officer to

⁴⁰ Based on the conversion factor of 1.5 persons/room/day for hotel uses provided in the *L.A. CEQA Thresholds Guide*.

resident ratio or the crimes per resident ratio citywide or within the Hollywood Community Police Station service area. Nonetheless, to help reduce any on-site increase in demand for police services, the Project would implement comprehensive safety and security features to enhance public safety and reduce the demand for police services, including: 24-hour on-site security personnel to monitor entrances and exits, manage and monitor the fire/life/safety systems, patrol the perimeter of the property, and control and monitor activities in the public spaces and private guest amenity areas; closed-circuit security camera system; keycard entry for hotel guests; and lighting around building entries, walkways, parking areas elevators, and lobbies to maximize visibility.

With regard to emergency vehicle access during operation, emergency vehicles would continue to have access to the Project Site from Vine Street. In addition, the Project's driveway and internal circulation would be designed to incorporate all applicable City Building Code requirements regarding site access, including providing adequate emergency vehicle access. The Project does not include any improvements along the streets surrounding the Project Site that could impede emergency vehicle access. As such, existing emergency access to the Project Site and surrounding uses would be maintained during operation of the Project. Therefore, the Project would not significantly impact emergency vehicle access to the Project Site and surrounding uses, and the Project is not anticipated to impair the LAPD from responding to emergencies at the Project Site or the surrounding area.

Based on the above analysis, the Project would not generate a demand for additional police protection services that would substantially exceed the capability of the Hollywood Community Police Station to serve the Project Site. Therefore, the Project would not necessitate the provision of new or physically altered police stations, the construction of which could cause significant impacts, in order to maintain acceptable service ratios or response times. Impacts to police protection service would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

c. Schools?

Less Than Significant Impact. The Project Site is located within the boundaries of the Los Angeles Unified School District (LAUSD). The LAUSD is divided into six local districts.⁴¹ The Project Site is located in Local District—West.⁴² As previously discussed,

⁴¹ Los Angeles Unified School District, Board of Education Districts Maps 2015–2016, <http://achieve.lausd.net/Page/8652>, accessed June 13, 2016.

⁴² Los Angeles Unified School District, Board of Education Local District—West Map, June 11, 2015, <http://achieve.lausd.net/Page/8686>, accessed June 13, 2016.

the Project does not propose the development of new residential dwelling units at the Project Site. Therefore, implementation of the Project would not result in a direct increase in the number of students within the service area of the LAUSD. In addition, the number of students that may be indirectly generated by the Project that could attend LAUSD schools serving the Project Site would not be anticipated to be substantial because not all employees of the Project are likely to reside in the vicinity of the Project Site. Furthermore, pursuant to Senate Bill 50, the Applicant would be required to pay development fees for schools to the LAUSD prior to the issuance of building permits. Pursuant to Government Code Section 65995, the payment of these fees is considered mitigation of Project-related school impacts. Thus, the Project would not result in the need for new or altered school facilities. Therefore, impacts would be less than significant, and no mitigation measures are required. No further analysis of this issue in an EIR is required.

d. Parks?

Less Than Significant Impact. Parks and recreational facilities in the vicinity of the Project Site are primarily operated and maintained by the Los Angeles Department of Recreation and Parks. Nearby parks and recreational facilities within an approximate 2-mile radius of the Project Site include: Selma Park (located 0.41 mile southwest of the Project Site); Yucca Park and Community Center (located 0.54 mile west of the Project Site); Las Palmas Senior Citizen Center (located 0.58 mile west of the Project Site); De Longpre Park (located 0.69 mile southwest of the Project Site); Hollywood Recreation Center and Pool (located 0.79 mile southwest of the Project Site); Dorothy & Benjamin Smith Park (located 0.96 mile west of the Project Site); Seily Rodriguez Park (located 1.13 miles southeast of the Project Site); Runyon Canyon Park and Dog Park (located 1.31 miles west of the Project Site); Wattles Mansion and Gardens Park (located 1.65 miles west of the Project Site); Lemon Grove Recreation Center (located 1.68 miles southeast of the Project Site); Poinsettia Recreation Center (located 1.71 miles southwest of the Project Site); Barnsdall Art Park and Recreation Center (located 1.83 miles east of the Project Site); Burns Park (located 1.9 miles southeast of the Project Site); Lake Hollywood Park (located 1.92 miles northeast of the Project Site); Bronson Canyon (located 1.95 miles northeast of the Project Site); and Bird Sanctuary (located 2.0 miles east of the Project Site).

The Project does not propose the development of residential uses. Therefore, implementation of the Project would not result in on-site residents who would utilize nearby parks and/or recreational facilities. While it is possible that some of the new employees that could be generated by the Project may utilize local parks and recreational facilities during work breaks, this increased demand would be negligible due to the amount of time it would take for employees to access off-site local parks (the closest of which is Selma Park located approximately 0.41 mile southwest of the Project Site). Therefore, while the Project's employment opportunities could have the potential to indirectly increase the

population of the Hollywood Community Plan area, new demand for public parks and recreational facilities associated with Project development would be limited. Additionally, although there is the possibility that hotel guests may also utilize local parks and recreational facilities, the demand is also expected to be negligible since hotel guests would likely utilize the recreational amenities provided within the hotel. Therefore, impacts on parks would be less than significant, and no mitigation measures are required. No further analysis of this issue in an EIR is required.

e. Other public facilities?

Less Than Significant Impact. The Project area is served by existing libraries within the Hollywood Community Plan area, including the nearby Frances Howard Goldwyn Hollywood Regional Branch Library (Hollywood Regional Branch Library), located at 1623 North Ivar Avenue, approximately 0.2 mile from the Project Site. As previously discussed, the Project does not propose the development of residential uses. Therefore, implementation of the Project would not result in a direct increase in the number of residents within the service population of the Hollywood Regional Branch Library. Although there is potential for hotel guests to utilize local libraries during their stay at the Project, the demand for library services is expected to be negligible. Furthermore, the hotel would provide a curated selection of books for the enjoyment of their hotel guests, as well as workspace areas in the 3,353-square-foot living room on Level 2, which could satisfy the demand for library services. As previously discussed, the Project would result in a net increase of up to approximately 65 employees, which may potentially generate an indirect minimal increase in population and demand for library services. However, Project employees would be more likely to use library facilities near their homes during non-work hours. In addition, it is anticipated that some of the employment opportunities generated by the Project would be filled by people already residing in the vicinity of the Project Site. Therefore, Project employees and the potential indirect population generation that could be attributable to those employees would generate minimal demand for library services. Furthermore, due to the developed nature of the Project vicinity, some of the employees that could relocate to the Project vicinity would likely do so by moving into existing units that would have been previously occupied. As such, any indirect or direct demand for library services generated by Project employees would be negligible. Therefore, impacts on library facilities would be less than significant, and no mitigation measures are required. No further analysis of this issue in an EIR is required.

During construction and operation of the Project, roads would continue to be utilized to access the Project Site. As discussed below in Response to Checklist Question XVI.a, further analysis of the potential for the Project to result in a significant increase in the number of vehicle trips on local roadways will be included in an EIR. Any necessary improvements to local roadways associated with development of the Project will also be identified in an EIR.

XV. Recreation

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

Less Than Significant Impact. See Response to Checklist Question XIV.d, Public Services—Parks, above.

- 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?**

No Impact. The Project would not include any on-site public recreational facilities or parks and would not require the construction or expansion of public recreational facilities. Therefore, no impacts would occur and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

XVI. Transportation/Circulation

Would the project:

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

Potentially Significant Impact. The Project proposes development which has the potential to result in an increase in daily and peak-hour traffic within the vicinity of the Project Site. In addition, construction of the Project has the potential to affect the transportation system through the hauling of excavated materials and debris, the transport of construction equipment, the delivery of construction materials, and travel by construction workers to and from the Project Site. Once construction is completed, the Project's employees and visitors would generate vehicle and transit trips throughout the day. The resulting increase in the use of the area's transportation facilities could exceed roadway and transit system capacities. Therefore, further analysis of this issue will be provided in the EIR. The EIR will also address compliance with LAMC parking standards.

- b. Conflict with an applicable congestion management program including, but not limited to, level of service standards and travel demand**

measures, or other standards established by the county congestion management agency for designated roads or highways?

Potentially Significant Impact. The Los Angeles Metropolitan Transportation Authority (Metro) administers the Congestion Management Program (CMP), a State-mandated program designed to address the impacts urban congestion has on local communities and the region as a whole. The CMP provides an analytical basis for the transportation decisions contained in the State Transportation Improvement Project. The CMP for Los Angeles County requires an analysis of any Project that could add 50 or more trips to any CMP intersection or more than 150 trips to a CMP mainline freeway location in either direction during either the A.M. or P.M. weekday peak hours. Implementation of the Project has the potential to generate additional vehicle trips, which could potentially add more than 50 trips to a CMP roadway intersection or more than 150 trips to a CMP freeway segment. Therefore, further analysis of this issue will be provided in the EIR.

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

No Impact. The Project Site 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's maximum height of 183 feet in the midst of a highly urbanized area would not create increased levels of risk with respect to air traffic. Therefore, no impact would occur and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

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

No Impact. The Project's design does not include hazardous features. The roadways adjacent to the Project Site are part of the urban roadway network and contain no sharp curves or dangerous intersections, and the development of the Project would not result in roadway improvements such that safety hazards would be introduced adjacent to the Project Site. In addition, the proposed uses would be consistent with the surrounding uses. Therefore, no impact would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

e. Result in inadequate emergency access?

Potentially Significant Impact. While it is expected that construction activities for the Project would primarily occur within the Project Site, construction activities could potentially require the partial closure of travel lanes on adjacent streets for the installation

or upgrading of local infrastructure. Construction within these roadways has the potential to impede access to adjoining uses, as well as reduce the rate of flow of the affected roadway. The Project would also generate construction traffic, particularly haul trucks, which may affect the capacity of adjacent streets and highways. Therefore, further analysis of this issue in an EIR is required.

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

Potentially Significant Impact. The Project Site is served by a variety of transit options. The development of the Project would increase demand for alternative transportation modes in the vicinity of the Project Site. Therefore, further analysis of the potential for the Project to conflict with adopted policies, plans, or programs regarding public transit, bicycle facilities, or pedestrian facilities will be provided in the EIR.

XVII. Utilities

The following analysis is based, in part, on the *1718 Vine Street Project, Utilities Infrastructure Technical Report: Wastewater* prepared for the Project by KPFF, August 10, 2016, and included as Appendix IS-4 of this Initial Study.

Would the project:

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

Less Than Significant Impact. Wastewater collection and treatment services within the project vicinity are provided by the City of Los Angeles Department of Public Works' Bureau of Sanitation (LASAN), which maintains over 6,700 miles of sewer lines and four water reclamation plants across the City.⁴³ Wastewater generated during operation of the Project would be collected and discharged into the existing 8-inch vitrified clay pipe (VCP) sewer line in Vine Street, flow south, then conveyed to the Hyperion Water Reclamation Plant (HWRP) located in El Segundo. The HWRP is a part of the Hyperion system, which also includes the Tilman Water Reclamation Plant and the Los Angeles–Glendale Water Reclamation Plant.⁴⁴ The treatment capacity of the entire Hyperion system

⁴³ City of Los Angeles Department of Public Works, Bureau of Sanitation, *LA Sanitation, Clean Water*, www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw?_adf.ctrl-state=x0lsr8lpt_1377&_afzLoop=28903889672187944#!, accessed June 27, 2016.

⁴⁴ *Ibid.*

is approximately 550 million gallons per day (mgd) (consisting of 450 mgd at HWRP, 80 mgd at Tilman Water Reclamation Plant, and 20 mgd at Los Angeles–Glendale Water Reclamation Plant).⁴⁵ The HWRP is designed to treat 450 mgd, with annual increases in wastewater flows limited to 5 mgd pursuant to City Ordinance No. 166,060. The HWRP currently processes an average of 275 mgd, and therefore has an available capacity of approximately 175 mgd.⁴⁶

Incoming wastewater to the HWRP initially passes through screens and basins to remove coarse debris and grit. This is followed by primary treatment, which is a physical separation process where solids are allowed to either settle to the bottom of tanks or float on the surface. These solids, called sludge, are collected, treated, and recycled. The portion of water that remains, called primary effluent, is treated through secondary treatment using a natural, biological approach. Living micro-organisms are added to the primary effluent to consume organic pollutants. These micro-organisms are later harvested and removed as sludge.⁴⁷ After treatment is completed, the treated effluent is discharged into the Santa Monica Bay. The discharge of effluent from the HWRP into Santa Monica Bay is regulated by the HWRP's NPDES Permit issued under the Clean Water Act and is required to meet the Regional Water Quality Control Board's requirements for a recreational beneficial use.⁴⁸ Accordingly, the HWRP's effluent to Santa Monica Bay is continually monitored to ensure that it meets or exceeds prescribed standards. The City's Environmental Monitoring Division also monitors flows into the Santa Monica Bay.⁴⁹

The wastewater generated by the Project would be typical of hotel uses. No industrial discharge into the wastewater system would occur. As the HWRP is in compliance with the state's wastewater treatment requirements, the Project would not exceed the wastewater treatment requirements of the Regional Water Quality Control

⁴⁵ City of Los Angeles Department of Public Works, Bureau of Sanitation, LA Sanitation, Wastewater System, Fact Sheet, www.lacitysan.org/cs/groups/public/documents/document/mhfh/mdax/~edisp/qa001435.pdf, accessed June 27, 2016.

⁴⁶ City of Los Angeles Department of Public Works, Bureau of Sanitation, LA Sanitation, Hyperion Water Reclamation Plant, www.lacitysan.org/san/faces/wcnav_externalId/s-lsh-wwd-cw-p-hwrp?_adf.ctrl-state=x0lsr8lpt_1377&_afLoop=28904348363573985#!, accessed June 27, 2016.

⁴⁷ Ibid.

⁴⁸ California Regional Water Quality Control Board, Los Angeles Region, Order No. R4-2010-0200, NPDES No. CA0109991, Waste Discharge Requirements and National Pollutant Discharge Elimination System Permit for the City of Los Angeles, Hyperion Treatment Plant Discharge to the Pacific Ocean, www.lacitysan.org/san/sandocview?docname=cnt010051, accessed June 27, 2016.

⁴⁹ City of Los Angeles Department of Public Works, Bureau of Sanitation, LA Sanitation, Environmental Monitoring, www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p/s-lsh-wwd-cw-p-em?_adf.ctrl-state=x0lsr8lpt_5229&_afLoop=28905806783171865#!, accessed June 27, 2016.

Board. Therefore, the impact would be less than significant and no mitigation measures would be required. No further evaluation of this topic in an EIR is required. With regard to the Project's impacts on the treatment capacity of the HWRP, see Response to Checklist Question XVII.b, Utilities, below.

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

Potentially Significant Impact (Water)/Less Than Significant Impact (Wastewater). Water and wastewater systems consist of two components, the source of the water supply or place of sewage treatment, and the conveyance systems (i.e., distribution lines and mains) that link the location of these facilities to an individual development site. Given the Project's increase in the amount of developed floor area on the Project Site and the potential corresponding increase in water demand, further analysis of the Project's water demand and associated demand on the water infrastructure serving the Project Site will be provided in the EIR.

With regard to wastewater, wastewater generated by the Project would be conveyed by the existing wastewater conveyance systems for treatment at the HWRP. As described above, the HWRP has a capacity of 450 mgd. The HWRP currently processes an average of 275 mgd, and therefore has an available capacity of approximately 175 mgd. As shown in Table B-2 on page B-46, based on sewage generation factors established by the City of Los Angeles Department of Public Works, Bureau of Sanitation, the Project would generate approximately 30,051 gallons per day of wastewater, or approximately 0.03 mgd, upon completion. The existing restaurant use on the Project Site, which would be removed as part of the Project, currently generates approximately 12,786 gallons of wastewater per day. Therefore, the net sewage generation on the Project Site would be approximately 17,265 gallons per day of wastewater, or approximately 0.02 mgd. The Project's average daily wastewater flow of 0.03 mgd represents less than 0.01 percent of the current 175 mgd available capacity of the HWRP. Therefore, the Project-generated wastewater would be accommodated by the existing capacity of the HWRP. For these reasons, the Project would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities.

Sewer service for the Project would be provided utilizing new or existing on-site sewer connections to the existing 8-inch VCP sewer line in Vine Street flowing south, which has an existing capacity of 0.77 cubic feet per second or 413,997 gallons per day. The Project's net increase in wastewater flow is approximately 17,265 gallons per day and represents less than five percent of the existing sewer line capacity. Project-related sanitary sewer connections and on-site infrastructure would be designed and constructed in accordance with applicable City of Los Angeles Bureau of Sanitation and California

Table B-2
Estimated Project Wastewater Generation

Land Use	Unit	Generation Factor ^a	Total Wastewater Generated (gpd)
Existing			
Restaurant ^b	6,393 sf	30 gpd/15 sf	12,786
<i>Subtotal</i>			12,786
Proposed			
Hotel	216 rooms	120 gpd/room	25,920
Lobby ^c	2,711 sf	50 gpd/1,000 sf	136
Guest Bar and Terrace	2,857 sf	720 gpd/1,000 sf	2,057
Guest Gym and Terrace	921 sf	200 gpd/1,000 sf	184
Living Room and Terrace ^d	4,354 sf	300 gpd/1,000 sf	1,306
Back of House ^e	3,736 sf	120 gpd/1,000 sf	448
<i>Subtotal</i>			30,051
Total			17,265
<i>gpd = gallons per day</i> <i>sf = square feet</i> ^a Sewage generation calculations are based on generation factors provided by the City of Los Angeles Department of Public Works, Bureau of Sanitation. ^b Assumes 15 square feet per person to estimate existing seat count. ^c The City of Los Angeles Department of Public Works, Bureau of Sanitation does not provide a generation factor for hotel lobby. Therefore, the factor for a comparable land use, "Lobby of Retail Area" (50 gpd per 1,000 square feet) is applied. ^d The living room and terrace on Level 2 of the hotel contains a self-service food and beverage bar. Since the City of Los Angeles Department of Public Works, Bureau of Sanitation does not provide a generation factor for this type of land use, the factor for a comparable land use, "Restaurant: Take Out" (300 gpd per 1,000 square feet) is applied. ^e Includes Level 2 and Level 13 back of house uses. The City of Los Angeles Department of Public Works, Bureau of Sanitation does not provide a generation factor for this type of use. Therefore, the factor for a comparable land use, "Office Building" (120 gpd per 1,000 square feet) is applied. Note that the square footage for this category is less than what is indicated in KPFF's Utility Technical Report due to Project changes after approval of the Sewer Capacity Availability Request (SCAR) for the Project. Source: KPFF, 2016; Eyestone Environmental, 2016.			

Plumbing Code standards. Based on the current approximate flow levels and design capacities in the sewer system and the estimated net wastewater flow of 17,265 gallons per day from the Project Site, the City determined that the existing sanitary sewer main in

Vine Street would have adequate capacity to accommodate the additional infrastructure demand created by the Project.⁵⁰ No upgrades to existing sewer mains would be required.

Based on the above, the Project would not exceed the available capacity within the wastewater distribution infrastructure that would serve the Project Site, such that the construction of new wastewater treatment facilities or expansion of existing facilities would be required. Therefore, the impact would be less than significant and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

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?

Less Than Significant Impact. As discussed in Checklist Question IX.c, Hydrology and Water Quality, stormwater flows from the Project Site would not increase with implementation of the Project. The Project would not alter the amount of impervious surfaces on the Project Site and stormwater flows from the Project would be the same as the flows currently generated by the existing use. Additionally, the Project would implement High Efficiency Biofiltration BMPs to improve stormwater runoff management and comply with the City's LID Ordinance (Ordinance No. 181,899), which promotes the use of natural infiltration systems, evapotranspiration, and the reuse of stormwater, as described above in Checklist Question IX.a. Therefore, the Project would not require the construction of new stormwater drainage facilities or expansion of existing facilities. Impacts would be less than significant and no mitigation measures would be required. No further evaluation of this topic in the EIR is required.

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

Potentially Significant Impact. LADWP supplies water to the Project Site. The Project would increase the demand for water provided by LADWP. Therefore, further analysis of this issue in an EIR will be provided.

⁵⁰ *KPFF Consulting Engineers, 1718 Vine Street Project, Utility Infrastructure Technical Report: Wastewater, August 10, 2016. Refer to Appendix IS-4 of this Initial Study.*

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

Less Than Significant Impact. See Response to Checklist Question XVII.b, Utilities, above.

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

Less Than Significant Impact. Various public agencies and private companies provide solid waste management services in the City of Los Angeles. Private collectors service most multi-family units and commercial developments, whereas the City's Bureau of Sanitation collects the majority of residential waste from single-family and some smaller multi-family residences. Solid waste generated by the Project would be transported by a private contractor and disposed at a major Class III (municipal) landfill located in Los Angeles County. Ten Class III landfills and one unclassified landfill with solid waste facility permits are located within Los Angeles County.^{51,52} Of the 10 Class III landfills in Los Angeles County, five Class III landfills are open to the City of Los Angeles.⁵³ Within Los Angeles County, there are two solid waste transformation facilities that convert, combust, or otherwise process solid waste for the purpose of energy recovery. These include the Commerce Refuse to Energy Facility located in the City of Commerce and the Southeast Resource Recovery Facility located in the City of Long Beach.

Los Angeles County continually evaluates landfill disposal needs and capacity through preparation of the Los Angeles County Countywide Integrated Waste Management Plan (ColWMP) Annual Reports. Within each annual report, future landfill disposal needs over the next 15-year planning horizon are addressed in part by determining the available landfill capacity.⁵⁴ Based on the most recent 2014 ColWMP Annual Report, the remaining

⁵¹ County of Los Angeles, Department of Public Works. *Los Angeles County Integrated Waste Management Plan 2014 Annual Report, December 2015.*

⁵² The ten Class III landfills within Los Angeles County include Antelope Valley, Burbank, Calabasas, Chiquita Canyon, Lancaster, Pebbly Beach, San Clemente, Savage Canyon, Scholl Canyon, and Sunshine Canyon City/County. The unclassified landfill within the Los Angeles County is the Azusa Land Reclamation facility.

⁵³ The five Class III landfills open to the City of Los Angeles include Antelope Valley, Calabasas, Chiquita Canyon, Lancaster, and Sunshine Canyon City/County. While the Calabasas Landfill is open to the City of Los Angeles, its service area is limited to the cities of Hidden Hills, Agoura Hills, Westlake Village, and Thousand Oaks per Los Angeles County Ordinance No. 91-0003.

⁵⁴ County of Los Angeles, Department of Public Works. *Los Angeles County Integrated Waste Management Plan 2014 Annual Report, December 2015.*

total disposal capacity for the County's Class III landfills is estimated at 112.09 million tons.⁵⁵ For the Class III landfills open to the City, the remaining total disposal capacity is estimated at 93.47 million tons.⁵⁶ In addition, in 2014, the County's Class III landfills open to the City (excluding the Calabasas Landfill) had a total maximum daily capacity of 22,900 tons per day (tpd) and an average daily disposal of 12,844 tpd, resulting in approximately 10,016 tpd of remaining daily disposal capacity.⁵⁷ Aggressive waste reduction and diversion programs on a countywide level have helped reduce disposal levels at the County's landfills.

Based on the 2014 CoIWMP Annual Report, the County anticipates that future disposal needs can be adequately met for the next 15 years (i.e., 2029), which is well past the Project's build-out year of 2020, via a multi-pronged approach that includes successfully permitting and developing proposed in-County landfill expansions, using available or planned out-of-County disposal capacity, developing necessary infrastructure to facilitate exportation of waste to out-of-County landfills, developing conversion and other alternative technologies, and increasing the Countywide diversion rate by enhancing waste prevention and diversion programs.

The City's Recovering Energy, Natural Resources and Economic Benefit from Waste for Los Angeles (RENEW LA) Plan sets a goal of becoming a "zero waste" city by 2030. To this end, the City of Los Angeles implements a number of source reduction and recycling programs such as curbside recycling, home composting demonstration programs, and construction and demolition debris recycling.⁵⁸ The City of Los Angeles is currently diverting 76 percent of its waste from landfills.⁵⁹ The City has adopted the goal of achieving 90 percent by 2025, and zero waste by 2030.

Construction

The Project Site is currently improved with a 6,393-square-foot, low-rise commercial building and surface parking areas. These uses currently generate solid waste within the

⁵⁵ This total excludes the estimated remaining capacity at the Puente Hills Landfill, which closed on October 31, 2013.

⁵⁶ This total excludes the remaining disposal capacity at the Calabasas Landfill, which is only open to portions of the City that do not include the Project Site.

⁵⁷ County of Los Angeles, Department of Public Works. Los Angeles County Integrated Waste Management Plan 2014 Annual Report, December 2015, Appendix E-1.

⁵⁸ City of Los Angeles, Solid Waste Integrated Resource Plan FAQ; www.zerowaste.lacity.org/files/info/fact_sheet/SWIRPFAQS.pdf, accessed June 17, 2016.

⁵⁹ City of Los Angeles, Bureau of Sanitation, Solid Resources, www.forester.net/pdfs/City_of_LA_Zero_Waste_Progress_Report.pdf, accessed June 17, 2016.

Project Site. As previously described, the Project includes the removal of the commercial building and surface parking areas to construct the Project. The construction activities associated with the Project would generate debris, which would be recycled to the extent feasible. Construction materials would be recycled in accordance with the City of Los Angeles Green Building Code (Ordinance No. 181,480), which requires a minimum construction waste reduction of approximately 50 percent. Materials that could be recycled or salvaged include asphalt, glass, and concrete. Debris not recycled could be accepted at the unclassified landfill (Azusa Land Reclamation) within Los Angeles County and within the Class III landfills open to the City. Given the remaining permitted capacity of the Azusa Land Reclamation facility as well as the Class III landfills open to the City, the landfills serving the Project Site would have sufficient capacity to accommodate the Project's construction solid waste disposal needs.

Operation

As shown in Table B-3 on page B-51, with implementation of the Project, the proposed hotel would generate approximately 874 pounds/day of solid waste. As shown in Table B-3, the Project would result in an increase in the amount of solid waste currently generated by the existing uses. Specifically, with implementation of the Project, the proposed hotel would generate a net increase of approximately 684 pounds (0.34 tons) of solid waste per day. In addition, it is noted that the estimated solid waste is conservative because the waste generation factors used do not account for recycling or other waste diversion measures, such as compliance with AB 341, which requires California commercial enterprises and public entities that generate four or more cubic yards per week of waste, and multi-family housing with five or more units, to adopt recycling practices. The estimated solid waste that would be generated by the Project represents approximately 0.003 percent of the remaining daily disposal capacity of the County's Class III landfills. Based on the above, the landfills that serve the Project Site would have sufficient permitted capacity to accommodate the solid waste that would be generated by the construction and operation of the Project. Therefore, impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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

Less Than Significant Impact. Solid waste management in the State is primarily guided by the California Integrated Waste Management Act of 1989 (AB 939), which emphasizes resource conservation through reduction, recycling, and reuse of solid waste. AB 939 establishes an integrated waste management hierarchy consisting of (in order of priority): (1) source reduction; (2) recycling and composting; and (3) environmentally safe transformation and land disposal. Furthermore, Assembly Bill 341 (AB 341), which became effective on July 1, 2012, requires businesses and public entities that generate four cubic

Table B-3
Estimated Project Solid Waste Generation

Existing and Proposed Land Uses	Units	Generation Rate ^{a,b}	Total (lb/day)
Existing Land Uses			
Commercial (Restaurant)	18 employees ^c	10.53 lb/employee/day	190
<i>Existing Total</i>			<i>190</i>
Proposed Land Uses			
Commercial (Hotel)	83 employees ^d	10.53 lb/employee/day	874
<i>Proposed Total</i>			<i>874</i>
Total Net Generation			684
<i>du</i> = dwelling unit <i>sf</i> = square feet ^a L.A. CEQA Thresholds Guide, 2006, page M.3-2. ^b The L.A. CEQA Thresholds Guide does not provide separate rates for restaurant or hotel uses. Therefore, the generation rate for commercial uses is applied. ^c Los Angeles Unified School District, 2012 Developer Fee Justification Study, February 9, 2012, Table 11. Based on the employee generation rate for "Neighborhood Shopping Center" land uses, which is 0.00271 employees per average square foot. ^d Los Angeles Unified School District, 2012 Developer Fee Justification Study, February 9, 2012, Table 11. Based on the employee generation rate for "Lodging" land uses, which is 0.00113 employees per average square foot. Source: Eyestone Environmental, 2016.			

yards or more of waste per week and multi-family dwellings with five or more units, to recycle. The purpose of AB 341 is to reduce greenhouse gas emissions by diverting commercial solid waste from landfills and expand opportunities for recycling in California. In addition, in March 2006, the City Council adopted RENEW LA, a 20-year plan with the primary goal of shifting from waste disposal to resource recovery within the City, resulting in "zero waste" by 2030. The "blueprint" of the plan builds on the key elements of existing reduction and recycling programs and infrastructure, and combines them with new systems and conversion technologies to achieve resource recovery (without combustion) in the form of traditional recyclables, soil amendments, renewable fuels, chemicals, and energy. The plan also calls for reductions in the quantity and environmental impacts of residue material disposed in landfills.

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

Project Site.⁶⁰ The Project would also comply with AB 939, AB 341, and City waste diversion goals by providing clearly marked, source sorted receptacles to facilitate recycling. Since the Project would comply with federal, state, and local statutes and regulations related to solid waste, impacts would be less than significant and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

h. Other utilities and service systems?

Potentially Significant Impact. The Project would generate an increased demand for electricity and natural gas services provided by LADWP and the Southern California Gas Company, respectively. Therefore, further analysis of this issue will be provided in the EIR. In addition, while development of the Project would not be anticipated to cause the wasteful, inefficient, and unnecessary consumption of energy and would be consistent with the intent of Appendix F of the CEQA Guidelines, further analysis of the Project's consistency with Appendix F will also be provided in the EIR.

XVIII. Mandatory Findings of Significance

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

Potentially Significant Impact. As discussed above, the Project would not substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. However, based on the analysis contained in this Initial Study, the Project has the potential to result in significant impacts with regard to the following subject areas: aesthetics; air quality; cultural resources; geology and soils; greenhouse gas emissions; land use and planning; noise; public services (fire protection); transportation/circulation; and utilities (water and energy). Therefore, the Project has the potential to degrade the quality of the environment. An EIR will be prepared to analyze and document these potentially significant impacts. Feasible mitigation measures will be recommended to reduce identified significant impacts.

⁶⁰ Ordinance No. 171,687, adopted by the Los Angeles City Council on August 6, 1997.

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

Potentially Significant Impact. The potential for cumulative impacts occurs when the impacts of the Project are combined with impacts from related development projects and result in impacts that are greater than the impacts of the Project alone. Located within the vicinity of the Project Site are other current and reasonably foreseeable projects, the development of which, in conjunction with that of the Project, may contribute to potential cumulative impacts. Impacts of the Project on both an individual and cumulative basis will be addressed in the EIR for the following subject areas: aesthetics; air quality; geology and soils; greenhouse gas emissions; land use and planning; noise; public services (fire protection); transportation/circulation; and utilities (water and energy).

With regard to cumulative effects with respect to agricultural resources, biological resources, hazards and hazardous materials, mineral resources, population and housing, and other utilities (i.e., solid waste), the Project's incremental contribution to potential cumulative impacts would not be cumulatively considerable. Specifically, with respect to agricultural resources and mineral resources, the Project would have no impact on these resources, and therefore could not combine with other projects to result in cumulative impacts. With respect to biological resources and hazards and hazardous materials, these resource areas are generally site-specific and would be evaluated within the context of each individual project. Furthermore, related projects would be required to comply with existing regulatory requirements and the City's building permit review and approval process, which address these subjects.

With regard to population and housing and solid waste, the Project's incremental contribution to potential cumulative impacts would not be cumulatively considerable. As discussed in the analysis above, the Project does not propose the development of residential uses. Therefore, the Project would not result in a substantial increase in demand for new housing. With regard to solid waste, as previously stated, the demand for landfill capacity is continually evaluated by the County through preparation of the ColWMP annual reports. Each annual ColWMP report assesses future landfill disposal needs over a 15 year planning horizon. Based on the 2014 ColWMP Annual Report, the County anticipates that future disposal needs can be adequately met for the next 15 years (i.e., 2029), which is well past the Project's buildout year (2020). The preparation of each annual ColWMP provides sufficient lead time (15 years) to address potential future shortfalls in landfill capacity. Furthermore, in future years, it is anticipated that the rate of declining landfill capacity would slow considering the City's goal to achieve zero waste by 2030.

Therefore, cumulative impacts with respect to these topics would be less than significant, and no mitigation measures are required. No further evaluation of these topics in an EIR is required.

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

Potentially Significant Impact. Based on the analysis contained in this Initial Study, the Project could result in potentially significant impacts with regard to the following topics: aesthetics; air quality; cultural resources; geology and soils; greenhouse gas emissions; land use and planning; noise; public services (fire protection); transportation/circulation; and utilities (water and energy). As a result, these potential effects will be analyzed further in the EIR.