LOS ANGELES
DEPARTMENT OF CITY
PLANNING
221 North Figueroa St., Suite 1350
Los Angeles, CA 90012

INITIAL STUDY

Artisan Hollywood

Case Number: ENV-2019-5591-EIR

Project Location: 1520–1542 North Cahuenga Boulevard, 1523–1549 North Ivar Avenue, and 6350 West Selma Avenue, Hollywood, California 90028

Community Plan Area: Hollywood

Council District: 13—Mitch O'Farrell

Project Description: Artisan Realty Advisors (Applicant) proposes the Artisan Hollywood Project (Project) on an approximately 1.55-acre site located at 1520–1542 North Cahuenga Boulevard, 1523–1549 North Ivar Avenue, and 6350 West Selma Avenue (Project Site) in the Hollywood Community Plan Area of the City of Los Angeles (City). The Project Site is currently improved with six existing commercial buildings that have a floor area of approximately 33,828 square feet as well as existing surface parking. The Project would retain the six existing commercial buildings and would replace the surface parking within the Project Site with a 25-story (286 feet in height) building that would include two levels of above ground parking and four subterranean parking levels. The building would provide 270 residential dwelling units (including 27 units restricted for Extremely Low Income households) and 6,790 square feet of commercial space to be occupied by a retail or restaurant tenant. The Project would also include approximately 30,918 square feet of open space. When including the existing buildings to be retained, the Project would result in up to 300,996 square feet of floor area with a maximum floor-area ratio (FAR) of up to 4.5:1.

PREPARED FOR:
The City of Los Angeles
Department of City Planning

PREPARED BY:
Eyestone Environmental, LLC

APPLICANT:
Artisan Realty Advisors

November 2020

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1 INTRODUCTION

An application for the proposed Artisan Hollywood Project (Project) has been submitted to the City of Los Angeles Department of City Planning for discretionary review. The City of Los Angeles, as Lead Agency, has determined the Project is subject to the California Environmental Quality Act (CEQA) and that the preparation of an Initial Study is required.

This Initial Study (IS) evaluates the potential environmental effects that could result from the construction, implementation, and operation of the proposed Project. This Initial Study has been prepared in accordance with CEQA (Public Resources Code Section 21000 et seq.), the State CEQA Guidelines (Title 14, California Code of Regulations Section 15000 et seq.), and the City of Los Angeles CEQA Guidelines (1981, amended 2006). The City uses Appendix G of the State CEQA Guidelines as the thresholds of significance unless another threshold of significance is expressly identified in the document. Based on the analysis provided within this Initial Study, the City has concluded the Project may result in significant impacts on the environment, and the preparation of an Environmental Impact Report (EIR) is required. This Initial Study and the forthcoming EIR are intended as informational documents, which are ultimately required to be considered and certified by the decision-making body of the City prior to approval of the Project.

1.1 PURPOSE OF AN INITIAL STUDY

The California Environmental Quality Act was enacted in 1970 with several basic purposes, including: (1) to inform governmental decision makers and the public about the potential significant environmental effects of proposed projects; (2) to identify ways that environmental damage can be avoided or significantly reduced; (3) to prevent significant, avoidable damage to the environment by requiring changes in projects through the use of feasible alternatives or mitigation measures; and (4) to disclose to the public the reasons behind a project's approval even if significant environmental effects are anticipated.

An Initial Study is a preliminary analysis conducted by the Lead Agency, in consultation with other agencies (responsible or trustee agencies, as applicable), to determine whether there is substantial evidence that a project may have a significant effect on the environment. If the Initial Study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, the Lead Agency shall prepare a Negative Declaration. If the Initial Study identifies potentially significant effects but revisions have been made by or agreed to by the applicant that would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, a Mitigated Negative Declaration is appropriate. If the Initial Study concludes that neither a Negative Declaration or Mitigated Negative Declaration is appropriate, an EIR is normally required.[1]

[1] State CEQA Guidelines Section 15063(b)(1) identifies the following three options for the Lead Agency when there is substantial evidence that the project may cause a significant effect on the environment: "(A) Prepare an EIR, or (B) Use a previously prepared EIR which the Lead Agency determines would adequately analyze the project at hand, or (C) Determine, pursuant to a program EIR, tiering, or another appropriate process, which of a project's effects were adequately examined by an earlier EIR or negative declaration.

1.2 ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into sections as follows:

1. INTRODUCTION

Describes the purpose and content of the Initial Study and provides an overview of the CEQA process.

2. EXECUTIVE SUMMARY

Provides Project information, identifies key areas of environmental concern, and includes a determination whether the Project may have a significant effect on the environment.

3. PROJECT DESCRIPTION

Provides a description of the environmental setting and the Project, including Project characteristics and a list of discretionary actions.

4. EVALUATION OF ENVIRONMENTAL IMPACTS

Contains the completed Initial Study Checklist and discussion of the environmental factors that would be potentially affected by the Project.

1.3 CEQA PROCESS

Below is a general overview of the CEQA process. The CEQA process is guided by the CEQA statutes and guidelines, which can be found on the State of California's website (https://resources.ca.gov/admin/Legal/CEQA-Supplemental-Documents).

1.3.1 Initial Study

At the onset of the environmental review process, the City has prepared this Initial Study to determine if the proposed Project may have a significant effect on the environment. This Initial Study has determined that the proposed Project may have a significant effect(s) on the environment and an EIR will be prepared.

A Notice of Preparation (NOP) is prepared to notify public agencies and the general public that the lead agency is starting the preparation of an EIR for the proposed project. The NOP and Initial Study are circulated for a 30-day review and comment period. During this review period, the Lead Agency requests comments from agencies and the public on the scope and content of the environmental information to be included in the EIR. After the close of the 30-day review and comment period, the Lead Agency continues the preparation of the Draft EIR and any associated technical studies, which may be expanded in consideration of the comments received on the NOP.

1.3.2 Draft EIR

Once the Draft EIR is complete, a Notice of Completion and Availability is prepared to inform public agencies and the general public of the availability of the document and the locations where the document can be reviewed. The Draft EIR and Notice of Availability are circulated for a 45-day review and comment period. The purpose of this review and comment period is to provide public agencies and the general public an opportunity to review the Draft EIR and comment on the adequacy of the document, including the analysis of environmental effects, the mitigation measures presented to reduce potentially significant impacts, and the alternatives analysis. After the close of the 45-day review and comment period, responses to all comments on environmental issues received during the comment period are prepared.

1.3.3 Final EIR

The lead agency prepares a Final EIR, which incorporates the Draft EIR or any revisions to the Draft EIR, comments received on the Draft EIR and list of commenters, and responses to significant environmental points raised in the review and consultation process.

The decision-making body then considers the Final EIR, together with any comments received during the public review process, and may certify the Final EIR and approve the Project. In addition, when approving a project for which an EIR has been prepared, the Lead Agency must prepare findings for each significant effect identified, a statement of overriding considerations if there are significant impacts that cannot be mitigated, and a mitigation monitoring program.

2 EXECUTIVE SUMMARY

PROJECT TITLE	**Artisan Hollywood Project**
ENVIRONMENTAL CASE NO.	ENV-2019-5591-EIR
RELATED CASES	DIR-2019-5590-TOC-SPR, VTT-82764

PROJECT LOCATION	**1520–1542 North Cahuenga Boulevard; 6350 West Selma Avenue; 1523–1549 North Ivar Avenue, Hollywood, CA 90028**
COMMUNITY PLAN AREA	Hollywood
GENERAL PLAN DESIGNATION	Regional Center Commercial
ZONING	C4-2D (Commercial, Height District 2 Development Limitation) and C4-2D-SN (Commercial, Height District 2 Development Limitation, Sign District)
COUNCIL DISTRICT	CD 13—Mitch O'Farrell

LEAD AGENCY	**City of Los Angeles**
CITY DEPARTMENT	Department of City Planning
STAFF CONTACT	Cesar Moreno
ADDRESS	221 North Figueroa Street, Suite 1350, Los Angeles, CA 90012
PHONE NUMBER	(213) 847-3656
EMAIL	cesar.moreno@lacity.org

APPLICANT	**Mark Laderman, Artisan Realty Advisors**
ADDRESS	3000 Olympic Boulevard, Unit 1255, Santa Monica, CA 90404
PHONE NUMBER	(310) 315-4851

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	☒ Public Services
☐ Agriculture & Forestry Resources	☐ Hazards & Hazardous Materials	☒ Recreation
☒ Air Quality	☐ Hydrology/Water Quality	☒ Transportation
☐ Biological Resources	☒ Land Use/Planning	☒ Tribal Cultural Resources
☒ Cultural Resources	☐ Mineral Resources	☒ Utilities/Service Systems
☒ Energy	☒ Noise	☐ Wildfire
☒ Geology/Soils	☐ Population/Housing	☒ Mandatory Findings of Significance

DETERMINATION

(To be completed by the 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.

Cesar Moreno	Planning Assistant
PRINTED NAME	**TITLE**
Cesar Moreno	November 20, 2020
SIGNATURE	**DATE**

EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less that significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross referenced).

5) Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.

   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c) Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated

7) Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.

9) The explanation of each issue should identify:

   a) The significance criteria or threshold, if any, used to evaluate each question; and

   b) The mitigation measure identified, if any, to reduce the impact to less than significance.

3 PROJECT DESCRIPTION

3.1 PROJECT SUMMARY

Artisan Realty Advisors (Applicant) proposes the Artisan Hollywood Project (Project) on an approximately 1.55-acre site located at 1520–1542 North Cahuenga Boulevard, 1523–1549 North Ivar Avenue, and 6350 West Selma Avenue (Project Site) in the Hollywood Community Plan Area of the City of Los Angeles (City). The Project Site is currently improved with six existing commercial buildings that have a floor area of approximately 33,828 square feet, as well as existing surface parking. The Project would retain the six existing commercial buildings and would replace the surface parking within the Project Site with a 25-story[2] (286 feet in height)[3] building that would include two levels of above ground parking and four subterranean parking levels. The building would provide 270 residential dwelling units (including 27 units restricted for Extremely Low Income households) and 6,790 square feet of commercial space to be occupied by a retail or restaurant tenant. The Project would also include approximately 30,918 square feet of open space. When including the existing buildings to be retained, the Project would result in up to 300,996 square feet of floor area with a maximum floor area ratio (FAR) of up to 4.5:1.

3.2 ENVIRONMENTAL SETTING

3.2.1 Project Location

The Project Site is located at 1520–1542 North Cahuenga Boulevard, 1523–1549 North Ivar Avenue, and 6350 West Selma Avenue in the Hollywood community of Los Angeles, approximately 12.5 miles from the Pacific Ocean and 6 miles from Downtown Los Angeles. As shown in Figure 1 and Figure 2 on pages 8 and 9, the irregularly shaped Project Site is bounded by Selma Avenue to the north, Ivar Avenue to the east, existing commercial development to the south, and Cahuenga Boulevard to the west. Primary regional access is provided by the Hollywood Freeway (US-101) located approximately 0.75 miles north of the Project Site. Major arterials providing regional access to the Project Site vicinity include Cahuenga Boulevard to the west, Sunset Boulevard to the south, and Hollywood Boulevard to the north. The Project Site is well served by a variety of public transit options provided by the Los Angeles County Metropolitan Transportation Authority (Metro) and the Los Angeles Department of Transportation (LADOT). Specifically, transit options in the vicinity of the Project Site include the Hollywood/Vine station of the Metro B[4] subway line located approximately 0.1 mile northeast of the Project Site; Metro bus lines 2 and 302 immediately south of the Project Site; Metro bus line 210, DASH Hollywood/Wilshire and Beachwood Canyon lines approximately 0.1 mile east of the Project Site; and DASH Hollywood line located approximately 0.1 mile north of the Project Site.

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2 The building's 25th level includes roof deck areas, as well as covered amenity areas, and is, therefore, considered to constitute a story.

3 The building would measure 268 feet to the top of the parapet, and 286 feet to the top of the mechanical and penthouse projections.

4 The former Red Line was renamed by Metro to the B Line in January 2020.

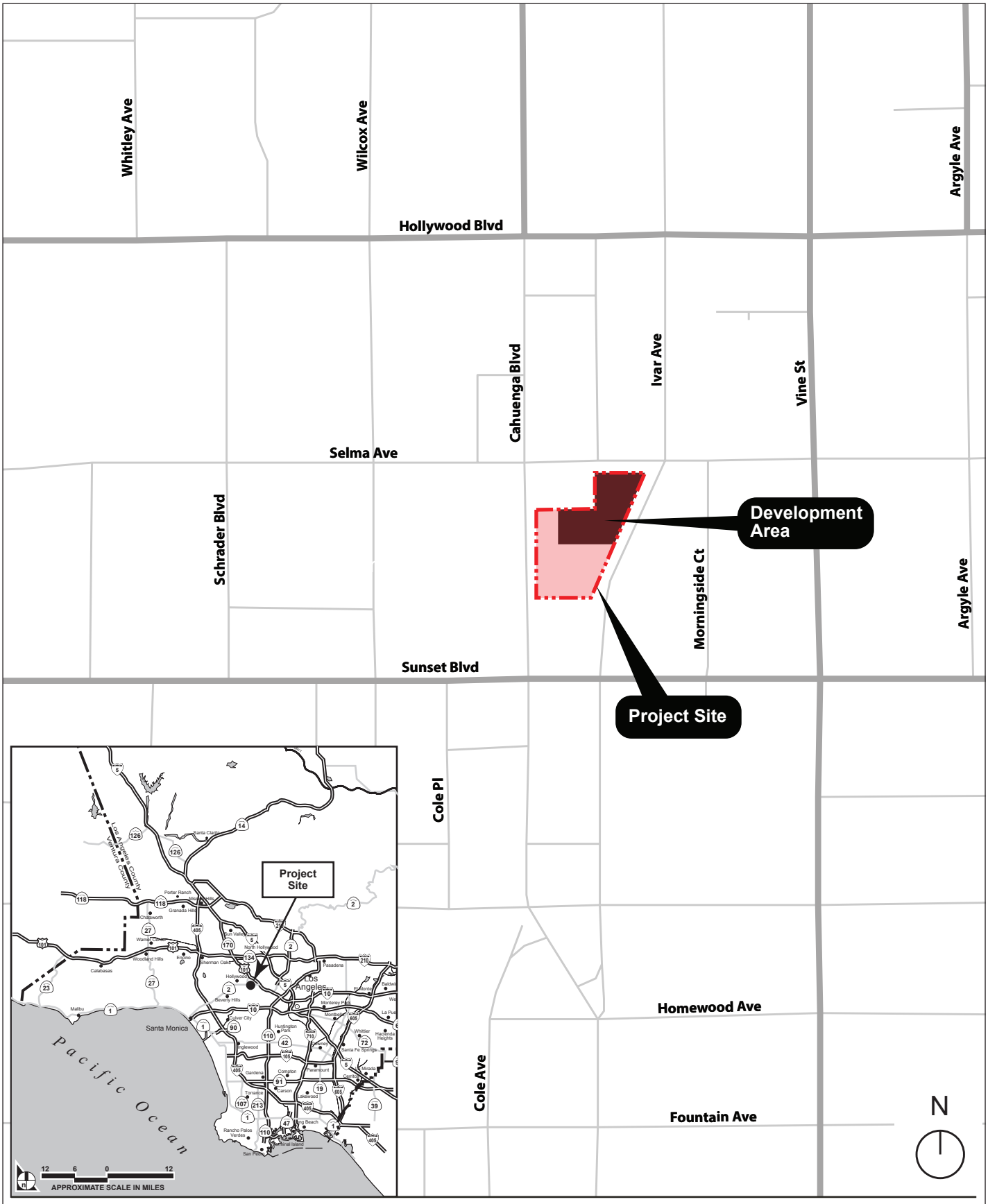

Figure 1
Project Location Map

Source: ArcGIS, 2020; Eyestone Environmental, 2020.

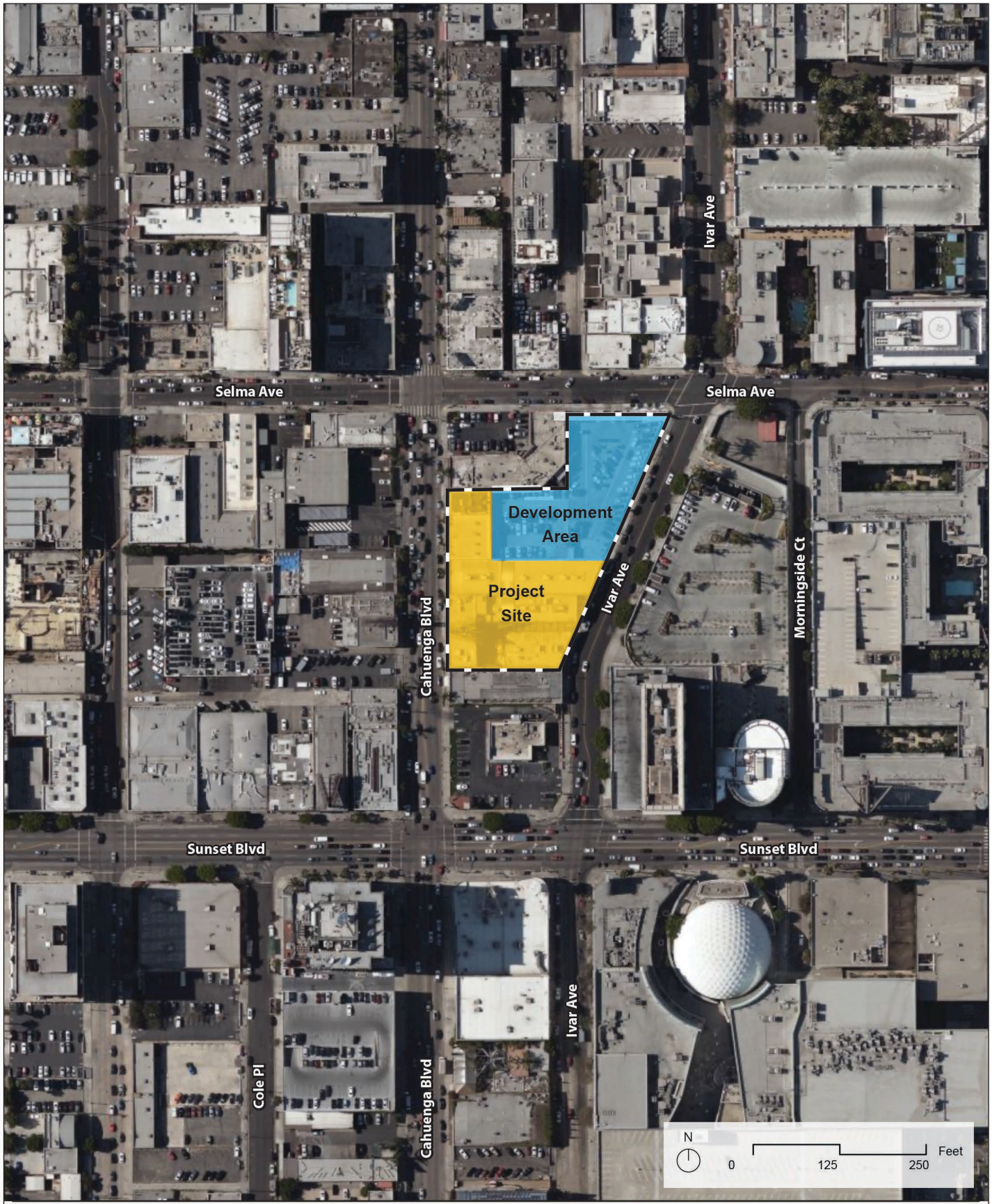

Figure 2

Aerial Photograph of the Project Vicinity

Source: Apple Maps, 2020; Eyestone Environmental, 2020.

3.2.2 Existing Conditions

The 1.55-acre Project Site is currently occupied by a surface parking lot and six one- and two-story structures that contain approximately 33,828 square feet of floor area and provide a variety of retail, restaurant, and service uses located generally within the southern and western portions of the Project Site primarily along Ivar Avenue and Cahuenga Boulevard. The existing surface parking area at the northeast portion of the Project Site includes approximately 84 parking spaces. Vehicular access to the Project Site is currently available via a two-way driveway on Selma Avenue connecting to the existing surface parking area. Pedestrian access is available from the vehicular access points and from other areas along Ivar Avenue, Cahuenga Boulevard, and Selma Avenue.

Landscaping within the Project Site includes minimal ornamental landscaping and hardscape features. Street trees and trees within the Project Site consist of various non-native species, including two olive trees located within the Project Site and two magnolia trees located within the public right-of-way. These trees are not subject to the City of Los Angeles Protected Tree Relocation and Replacement Ordinance.[5]

The Project Site is located in the Hollywood Community Plan area of the City's General Plan.[6] The Project Site has a General Plan land use designation of Regional Center Commercial and is zoned C4-2D for the northeastern portion of the Project Site and C4-2D-SN for the southern and western portions of the Project Site. Footnote 9 of the Hollywood Community Plan land use map allows an FAR of 4.5:1 for areas designated as Regional Center Commercial. The C4 zone permits a wide array of land uses including commercial, office, multi-family residential, retail, and hotel uses. The Height District 2 designation, in conjunction within the C4 Zone, does not impose a maximum building height limitation but does impose a maximum floor area ratio (FAR) of 6:1. However, the "D" limitation of the Project Site's zoning limits the total floor area contained in all buildings to a maximum FAR of 3:1 (per Ordinance No. 165,660, adopted in 1990). The "SN" designation indicates that the southern and western portions of the Project Site are located within the Hollywood Signage Supplemental Use District (HSSUD), where signage is subject to special regulations designed to enhance the distinctive aesthetic of the HSSUD, and to eliminate blight created by poorly placed, badly designed signs throughout Hollywood.

The Project Site is also located within the boundaries of the Hollywood Redevelopment Plan, which establishes a base FAR limit of 4.5:1 for all development with a land use designation of Regional Center. Furthermore, the Project Site is also located within a Tier 3 Transit Oriented Communities (TOC) area, and is therefore eligible for density and FAR increases, as well as other development incentives provided that requisite amounts of affordable housing are provided. The Project Site is also located within a Transit Priority Area (TPA) pursuant to Senate Bill (SB) 743. SB 743 established new rules for evaluating aesthetic and parking impacts under CEQA for certain types of projects. Specifically, Public Resources Code Section 21099(d) states: "Aesthetic and parking impacts of a residential, mixed-use residential, or employment center on an infill site within a transit priority area (TPA) shall not be considered significant

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5 Carlberg Associates, Artisan Hollywood – 6350 W. Selma Avenue, Los Angeles, California – Tree Report, September 13, 2019 (Appendix IS-1 to this Initial Study).

6 The Los Angeles Department of City Planning is currently preparing the Hollywood Community Plan Update (https://planning.lacity.org/plans-policies/community-plan-update/hollywood-community-plan-update). The City's Draft EIR for the updated Community Plan was recently recirculated for public comment in August 2020. The most recently available drafts of the updated Hollywood Community Plan and associated Community Plan Implementation Overlay (CPIO) propose to establish a 4.5:1 base FAR for the Project Site, as well as a 75-foot height limit proposed for the western and southern portions of the Project Site. These preliminary plan concepts are unadopted and subject to change.

impacts on the environment." TPAs are defined as areas within 0.5 mile of a major transit stop that are existing or planned. The Project is a mixed-use residential project located within a TPA, as it is within 0.5 mile of the Metro B Line Hollywood/Vine subway station. Thus, in accordance with SB 743 and the City's Zoning Information file (ZI) No. 2452, the Project's aesthetic and parking impacts are not considered significant as a matter of law. In addition, the Project Site is located within the Los Angeles State Enterprise Zone, the Los Angeles Promise Zone, and the Hollywood Entertainment District Business Improvement District.

3.2.3 Surrounding Land Uses

The area surrounding the Project Site is highly urbanized and includes a mix of low- to high-rise buildings containing a variety of uses. Predominantly mid- to high-rise, high-density commercial, office, and multi-family residential uses line Vine Street, Cahuenga Boulevard, Hollywood Boulevard, and Sunset Boulevard, generally transitioning to lower density multi-family and single-family neighborhoods to the north of the Hollywood Freeway. Land uses immediately surrounding the Project Site include commercial and retail uses to the north, west, south, and east, with the Los Angeles Film School to the southeast across Ivar Avenue and a multi-family apartment building to the northeast across Ivar Avenue and Selma Avenue.

3.3 DESCRIPTION OF PROJECT

3.3.1 Project Overview

As summarized in Table 1 on page 12, the Project would replace the surface parking within the Project Site with a single 25-story (286 feet),[7] mixed-use building that would include 270 residential dwelling units (including 27 units restricted to Extremely Low Income households) and 6,790 square feet of commercial space, as well as a variety of open space areas totaling approximately 30,918 square feet. Six existing buildings containing 33,828 square feet of commercial uses would also be retained. The uses within the Project Site would be supported by up to 320 vehicle parking spaces and 166 bicycle parking spaces located in two above-ground and four subterranean parking levels.

Density

The Project Site has a land use designation of Regional Center Commercial and pursuant to Los Angeles Municipal Code (LAMC) Section 12.22.A.18, the permitted residential density for developments combining residential and commercial uses is based on the R5 zone, which allows multi-family dwelling units at a rate of one unit for each 200 square feet of lot area. For the 66,896 square foot Project Site (following anticipated dedications), up to 334 dwelling units could be developed. The mixed-use Project is proposing a total of 270 dwelling units, which complies with the existing density limits.

Floor Area Ratio (FAR)

The Project, including the new development and the six existing commercial buildings that would be retained, would result in 300,996 square feet of floor area, representing a maximum FAR of up to 4.5:1.

[7] The building would measure 268 feet to the top of the parapet, and 286 feet to the top of the mechanical and penthouse projections.

Table 1
Summary of Proposed Floor Area[a]

Land Use	Proposed Development
Residential—Apartments	260,378 sf (270 du)
Proposed Commercial (retail/restaurant)	6,790 sf
Existing Commercial (retail/restaurant) to remain	33,828 sf
Total	**300,996 sf**

du = dwelling units

sf = square feet

[a] *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."*

Source: Gensler, 2020.

As noted above, the Project Site is currently subject to a D Limitation that permits a maximum FAR of 3:1, equivalent to a total floor area of 200,688 square feet. However, per the City's adopted TOC Guidelines and LAMC Section 12.22.A.31, and pursuant to the Project Site's location within a Tier 3 TOC area, in exchange for the Applicant setting aside a specified amount of affordable housing, the Project may request a TOC base incentive percent to increase the FAR of the commercially zoned Project Site by 50 percent. Accordingly, in conformance with the TOC Guidelines for Tier 3 areas, the Project will set aside 10 percent of its 270 units (27 units) for Extremely Low-Income households, and may therefore utilize a 50 percent FAR increase, allowing a total FAR of up to 4.5:1 (up to 301,032 square feet) for the Project Site. Additionally, as also discussed above, the Project is also located within the boundaries of the Hollywood Redevelopment Plan, which establishes a base FAR limit of 4.5:1 for all development with a land use designation of Regional Center. The proposed FAR would therefore be within the limit provided by TOC Guidelines, the LAMC, Footnote 9 of the Hollywood Community Plan land use map, and the Hollywood Redevelopment Plan.

Height

There is no building height limit within the C4-2D zone. The proposed building includes 25 stories and would reach a maximum parapet height of 268 feet above grade level, with additional projections (stairwell and elevator penthouses, mechanical enclosures, etc.) reaching a maximum height of 286 feet above grade level.

Setbacks

Pursuant to LAMC Section 12.16.C, no front yard setbacks are required, while side and rear yard setbacks conforming to the R4 zone's requirements shall be provided at the first story containing residential uses. Due to the Project Site's irregular shape, a yard determination is being requested as part of the Project's proposed vesting tentative tract map, which would designate Cahuenga, Selma, and Ivar as front yards, and the southern and northwesterly interior property lines as side yards. Pursuant to LAMC Sections 12.16.C and 12.11.C.2, 16-foot side yards would normally be required for the Project; however, pursuant to the TOC Guidelines and LAMC Section 12.22.A.31, the Project is requesting a TOC additional incentive to allow 5-foot RAS3 side yards for the portions of the building containing residential uses. Furthermore, due to the provision of residential units wrapping the street-facing frontages of the second above-grade parking level, a Zoning Administrator's Adjustment is being requested to further reduce the side yards at this second level to zero feet.

3.3.2 Design and Architecture

As discussed above and illustrated in Figure 3 on page 14, the existing surface parking lot on the northeastern portion of the Project Site would be replaced with a new, 25-story mixed-use building that would have a maximum height of 286 feet.[8] As shown in Figure 4 on page 15, the ground level of the new building would include new commercial uses along Selma Avenue and wrapping the corner of Selma Avenue and Ivar Avenue, a residential lobby oriented toward Ivar Avenue, and an internal loading area to serve the new development, as well as the Project's existing commercial uses with vehicular access provided via Ivar Avenue. Two above-ground parking levels would be provided on Levels 1 and 2, with four additional parking levels beneath the ground floor on Levels P1–P4.

As shown in Figure 5 on page 16, residential units would begin on Level 2 of the new building, which also includes residential parking and a leasing and management offices. Additional residential units would be provided on levels 3 through 24. The residential units would consist of 92 studio apartments, 93 one-bedroom apartments, 75 two-bedroom apartments, and 10 three-bedroom apartments. As shown in Figure 6 on page 17, Level 4 of the new building would also include an amenity deck with outdoor and indoor amenities to serve the needs of residents, such as a fitness center, outdoor kitchen, pool, and spa. Other amenities offered within the building include a business center on the fifth level of the Project. As shown in Figure 7 on page 18, the building's 25th level would include a roof deck which would have residential amenities including a lounge, pool, and spa.

The proposed mixed-use residential and commercial building has been designed to complement its surroundings through utilization of neighborhood-defining brick building materials. Cantilevered balcony decks and horizontal overhangs would be integrated with other architectural elements, such as balcony railings and framing. These architectural elements would provide horizontal and vertical articulation that would serve to break up the building planes and add visual interest. A variety of exterior finishes, materials, and textures would be integrated into the overall design of the building, including exterior brick and metallic and glass balcony railings. Storefront surface materials would include glazing and glass used in all building façades would be non-reflective or treated with a non-reflective coating in order to minimize glare.

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[8] The building's 25th level includes roof deck areas, as well as covered amenity areas, and is, therefore, considered to constitute a story.

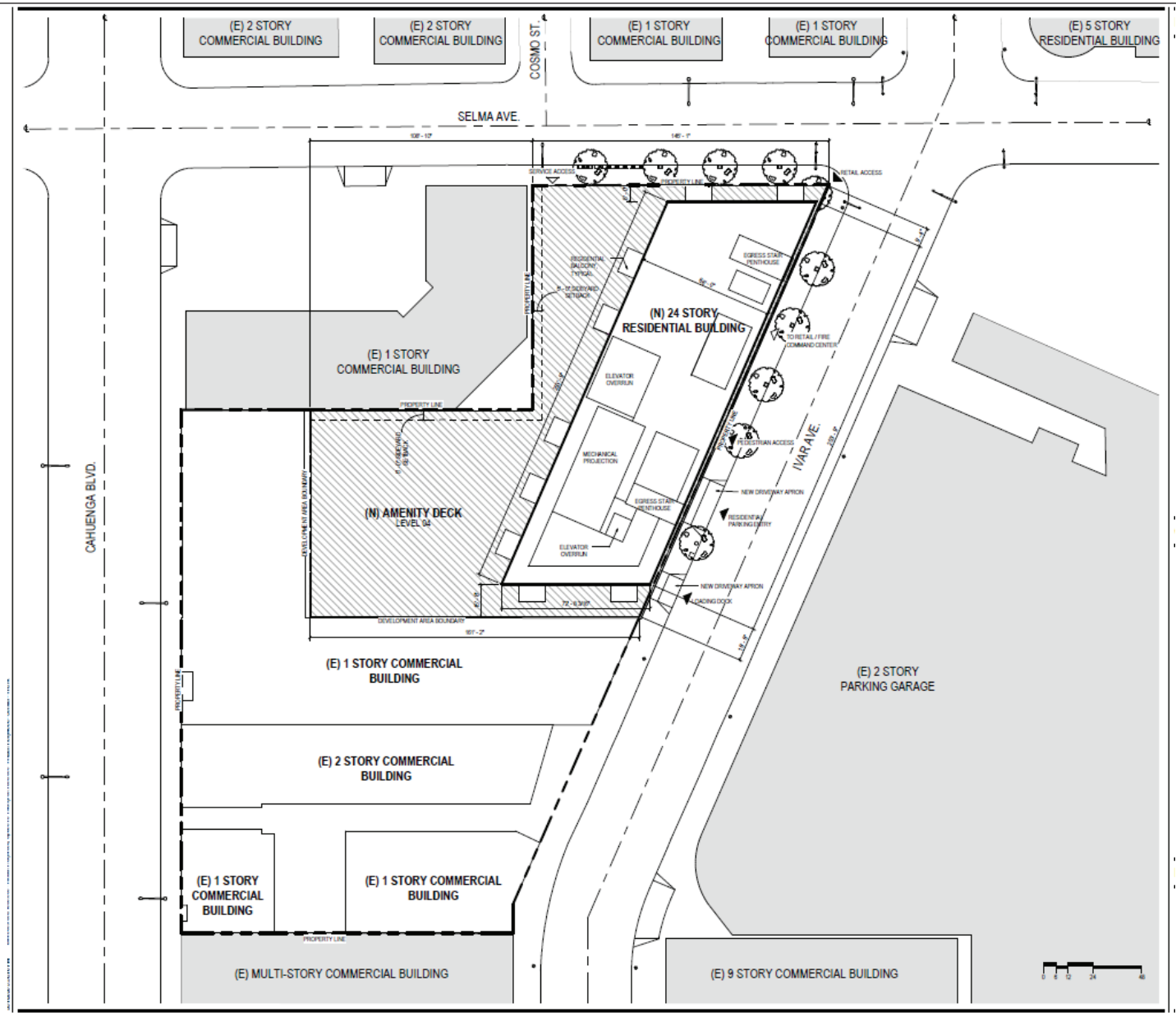


Figure 3
Conceptual Site Plan

Source: Gensler, 2020.

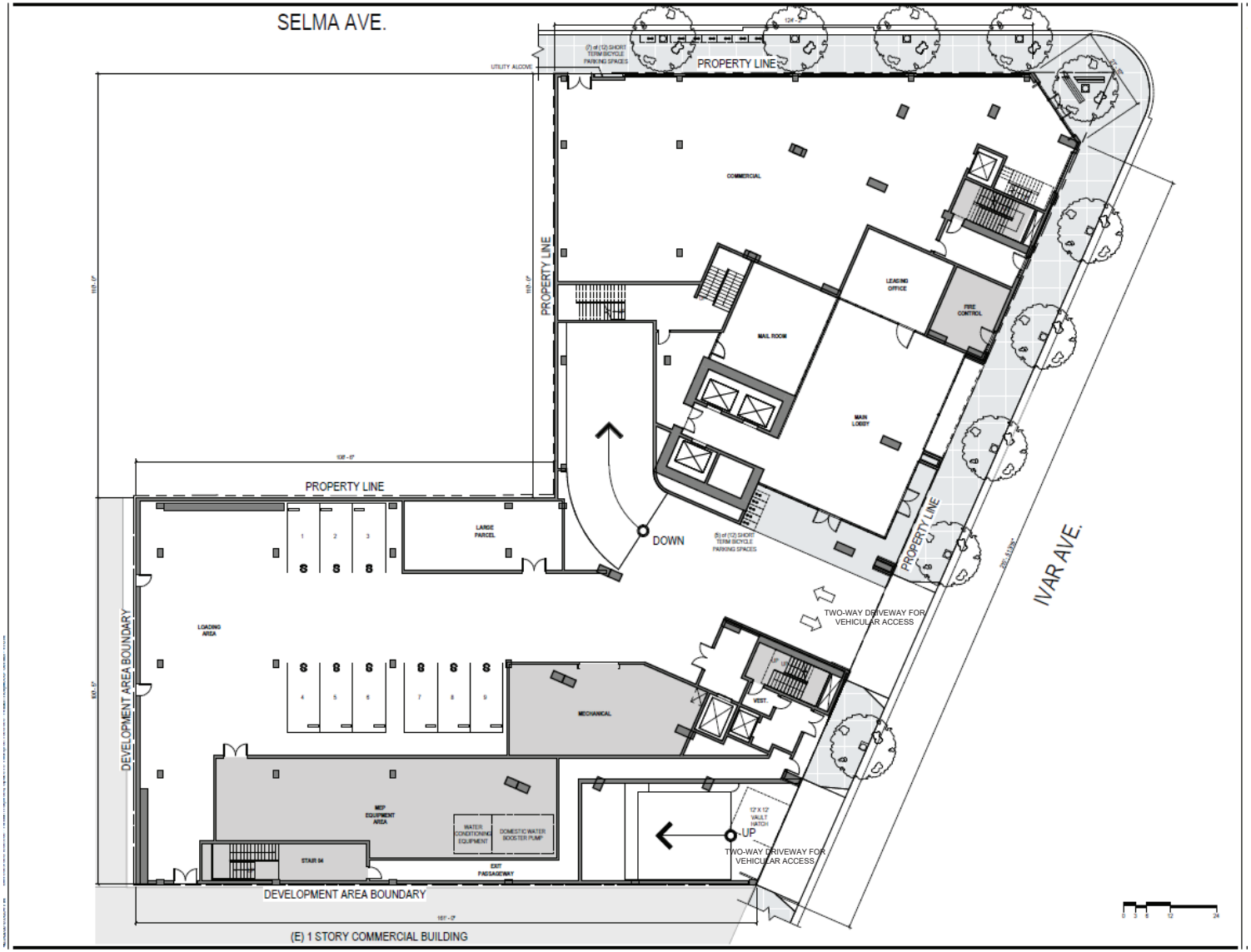


Figure 4

Site Plan – Level 1 (Ground Level)

Source: Gensler, 2020.

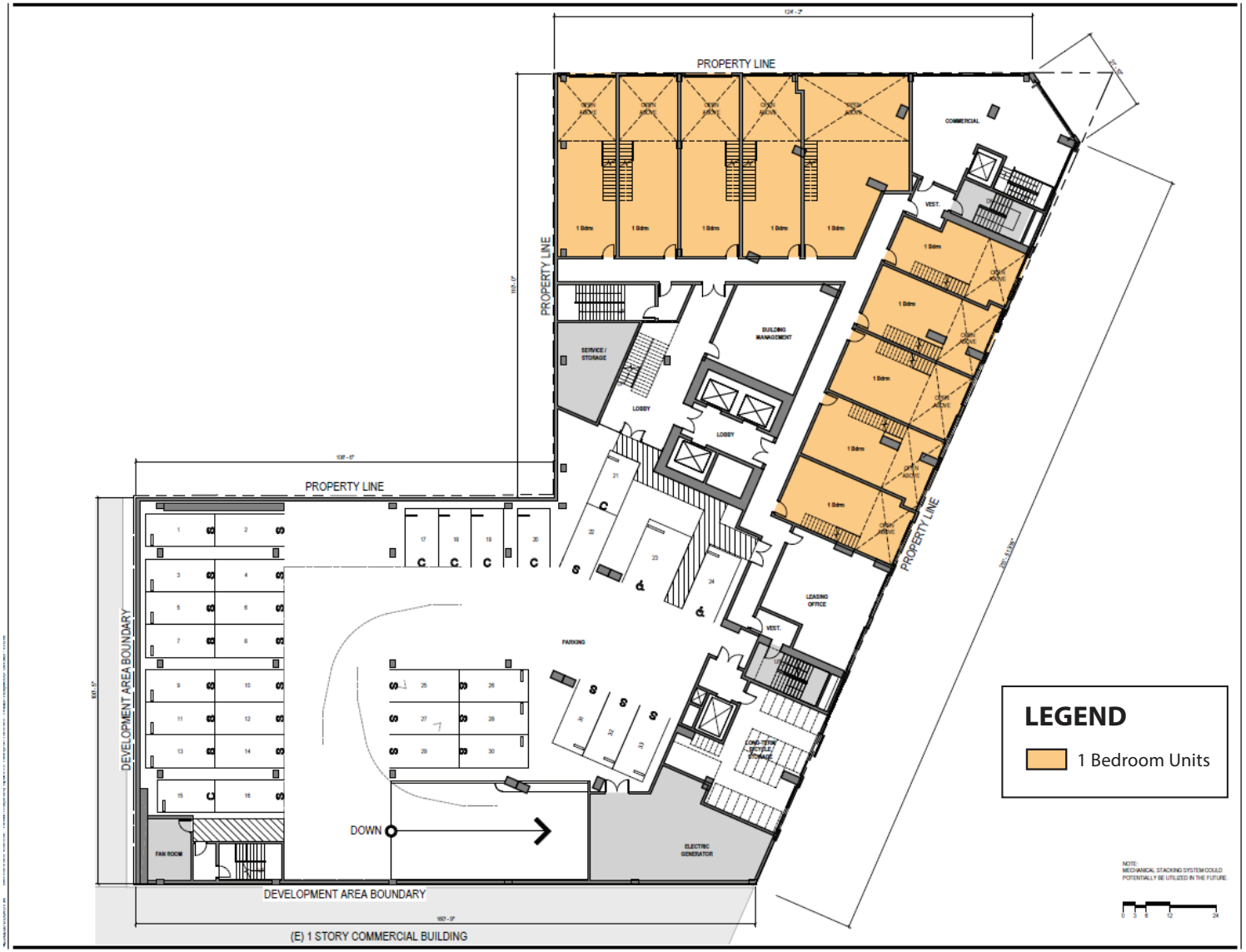


Figure 5
Site Plan – Level 2

Source: Gensler, 2020.

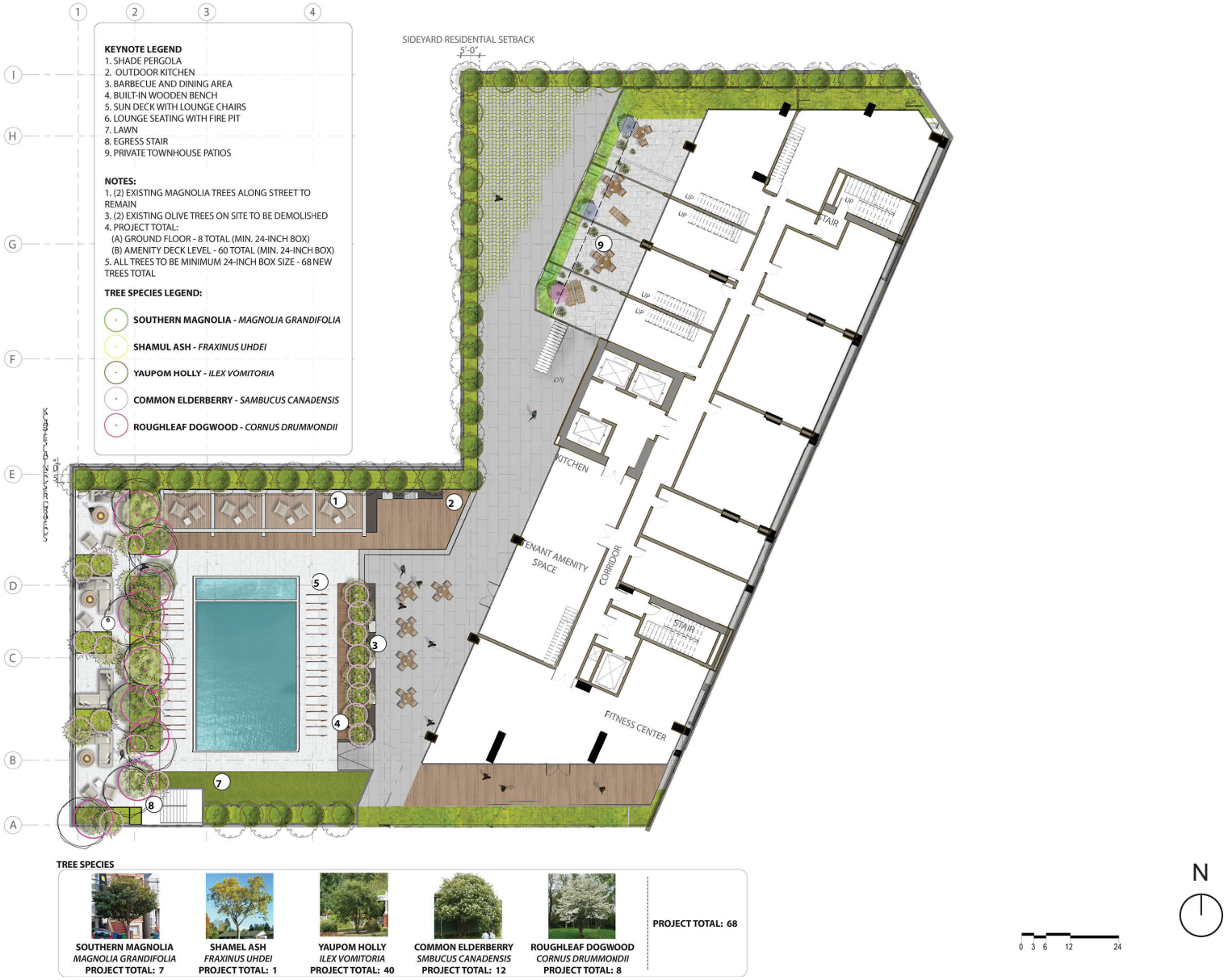


Figure 6
Site Plan – Level 4

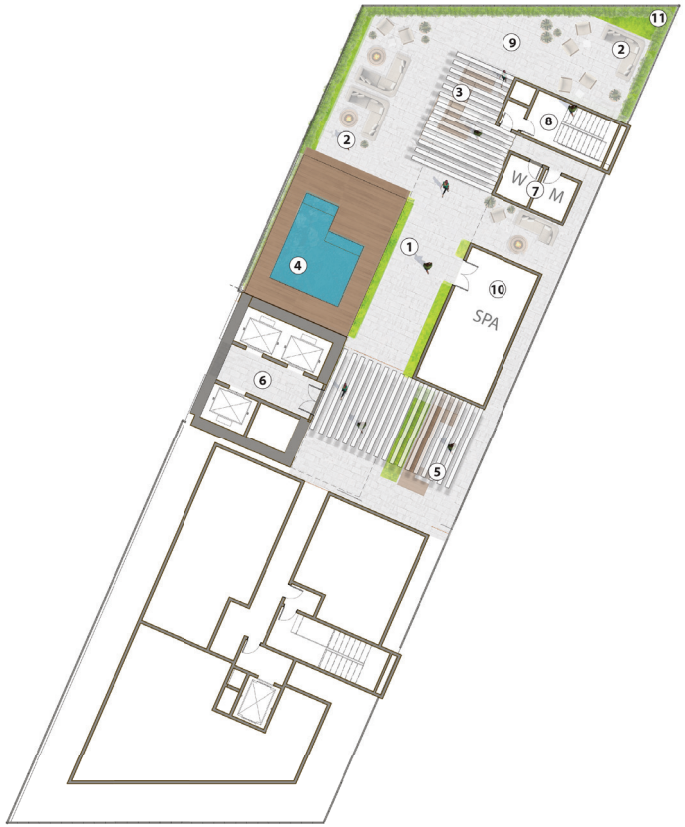
Source: Gensler, 2020.

KEYNOTE LEGEND

1. SHADE PERGOLA
2. OUTDOOR LOUNGE
3. WET BAR WITH SEATING
4. SMALL SPLASH POOL WITH SPA + WOOD DECKING
5. BUILT-IN BENCH AND PLANTER
6. ELEVATORS
7. RESTROOMS
8. STAIRS
9. FLEXIBLE PATIO SPACE
10. INDOOR SPA / WELLNESS AMENITY
11. DROUGHT TOLERANT, NON-FLAMMABLE PERIMETER PLANTINGS

NOTES:

- (2) EXISTING MAGNOLIA TREES ALONG STREET TO REMAIN
- (2) EXISTING OLIVE TREES ON SITE TO BE DEMOLISHED
- PROJECT TOTAL:
  - (A) GROUND FLOOR - 8 TOTAL (MIN. 24-INCH BOX)
  - (B) AMENITY DECK LEVEL - 60 TOTAL (MIN. 24-INCH BOX)
- ALL TREES TO BE MINIMUM 24-INCH BOX SIZE - 68 NEW TREES TOTAL



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0 3 6 12 24

Figure 7
Site Plan – Level 25

Source: Gensler, 2020.

3.3.3 Open Space and Landscaping

The Project would incorporate a variety of open space and recreational amenities for Project residents and guests totaling approximately 30,918 square feet, which would exceed the requirements of the LAMC. As shown in Figure 6 on page 17, Level 4 of the Project would include an amenity deck with outdoor and indoor amenities such as a fitness center, outdoor kitchen, pool, and spa. Level 4 would also include substantial landscaping that would be visible from the street and adjacent properties. As shown in Figure 7 on page 18, open space amenities are also provided at Level 25, including a roof deck, pool, spa, landscaping, and seating.

As shown in Figure 8 on page 20, the Project would include a minimum of 68 trees. The Project would retain two magnolia trees located along Selma Avenue, and enhance the sidewalks surrounding the Project with 8 new street trees. The remaining trees would be planted on the Level 4 amenity deck, as shown in Figure 6 on page 17. The corner of the new building would also be set back at Selma Avenue and Ivar Avenue to provide increased visibility, as well as a street-level gathering area which would include a corner planter with seating.

3.3.4 Access, Circulation, and Parking

Vehicular access to the Project's parking would be provided via two two-way driveways along Ivar Avenue at the east of the Project Site. A main driveway would provide residential, retail and service access and a second driveway located within the southern portion of the Project Site would provide additional residential access. As shown in Figure 3 on page 14, a truck loading area would be provided along Selma Avenue north of the Project Site for the new commercial uses and trash collection. Service/loading for the existing commercial buildings to be retained would be provided within the ground level of the new building with access from the main driveway along Ivar Avenue. Pedestrian access would be provided along both Selma Avenue and Ivar Avenue.

The Project would provide a total of 166 bicycle parking spaces. Specifically, 147 long-term spaces and 19 short-term spaces would be provided. Short-term bicycle parking would be provided adjacent to the main lobby on Ivar Avenue and outside of the building on the sidewalk along Selma Avenue. Long-term bicycle parking would be located within a bicycle storage area on Level 2 of the building.

The proposed uses, as well as the Project Site's existing commercial uses that are being retained, would be supported by approximately 320 vehicle parking spaces that would be contained in two above-grade parking levels and four subterranean levels to be constructed as part of the new building. Additionally, as noted above, the Project is well served by transit and is located within 1,000 feet of the Metro B Line Hollywood and Vine subway station.

3.3.5 Lighting and Signage

The Project would include low-level exterior lights along pathways for security and wayfinding purposes. In addition, low-level lighting to accent signage would be incorporated. All lighting would comply with current energy standards and regulations, as well as design requirements. Project lighting would be designed to provide efficient and effective on-site lighting while minimizing light spill-over from the Project Site, reducing sky-glow, and improving nighttime visibility through glare reduction. Specifically, all on-site exterior lighting, including lighting fixtures on the pool decks, would be automatically controlled via photo

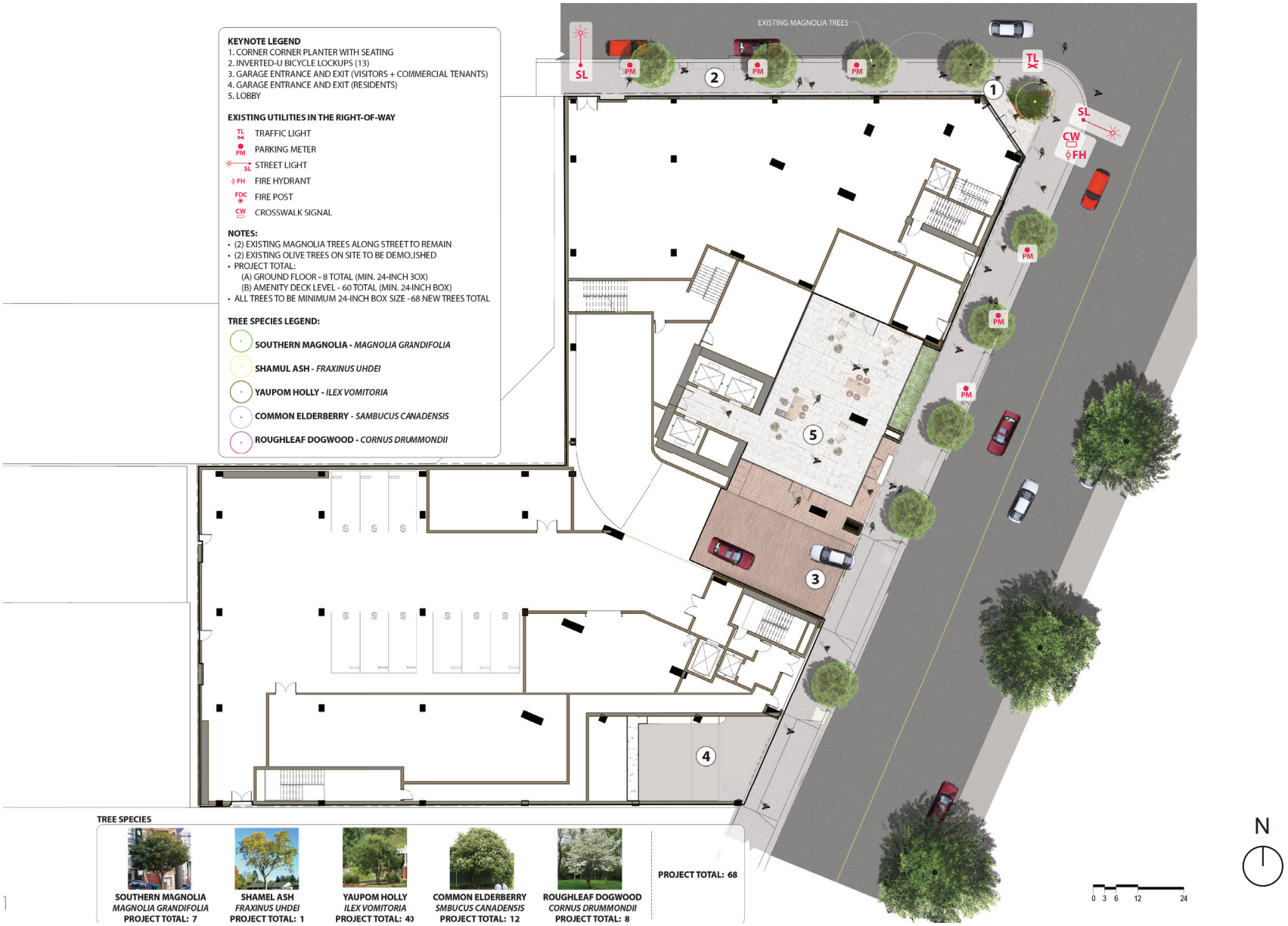

Figure 8

Level 1 (Ground Floor) Landscape Plan

Source: Gensler, 2020.

sensors to illuminate only when required and would be shielded or directed toward areas to be illuminated to limit spill-over onto neighboring properties. All exterior and interior lighting would meet high energy efficiency requirements utilizing light emitting diode (LED) or efficient fluorescent lighting technology. Light trespass from interior spaces would be limited by blinds and drapery. New street and pedestrian lighting within the public right-of-way would comply with applicable City regulations.

Proposed signage would be designed to be aesthetically compatible with the proposed architecture of the Project and its surroundings. Proposed signage would include identity signage, building and tenant signage, and general ground level and way-finding pedestrian signage that would comply with LAMC and HSSUD signage regulations. No billboards or other off-site advertising are proposed as part of the Project.[9] The Project would also not include signage with flashing or mechanical properties. Project signage would be illuminated via low-level, low-glare external lighting, internal halo lighting, or ambient light. Exterior lighting for signage would be directed onto signs to avoid creating off-site glare. Illumination used for Project signage would comply with light intensities set forth in the LAMC and as measured at the property line of the nearest residentially zoned property.

3.3.6 Sustainability Features

The Project's design is based on principles of smart growth and environmental sustainability, as demonstrated by its mixed-use configuration, emphasis on walkability, bike-friendly environment, and proximity to public transit.[10] The Project would incorporate features to support and promote environmental sustainability. "Green" principles are incorporated throughout the Project that would comply with the City of Los Angeles Green Building Code. Such features would include an energy-efficient building, a pedestrian- and bicycle-friendly site design, and water conservation and waste reduction measures, among others. The Project would also utilize sustainable planning and building strategies and would incorporate the use of environmentally friendly materials wherever applicable.

3.3.7 Anticipated Construction Schedule

Construction of the Project would commence with site clearance and demolition of the existing parking lot, followed by grading and excavation for the subterranean levels. Building foundations would then be laid, followed by building construction, paving/concrete installation, and installation of landscaping and amenities. The Project would install new utility connections from existing public infrastructure to serve the Project. Project construction is anticipated to occur over a 26-month period and to be completed in 2025. The estimated maximum depth of excavation for the subterranean parking and building foundations would be approximately 50 feet below grade, and it is estimated that approximately 69,333 cubic yards of soil would be exported from the Project Site. As previously mentioned, the development portion of the Project Site is currently utilized as a surface parking lot. During construction, required parking for the existing commercial buildings would temporarily be provided off-site via lease in lieu of a covenant pursuant to LAMC Section 12.27.

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9 The Project would not alter the existing commercial buildings on site that would remain, and therefore would also not remove or alter the two existing billboards located atop the existing buildings.

10 The Southern California Association of Governments (SCAG) considers smart growth to be a range of development and conservation strategies that help protect the natural environment and make communities more attractive, economically stronger, and more socially diverse. A balance is sought between economically prosperous, socially equitable, and environmentally sustainable community development. SCAG, Connect SoCal Final Program EIR, May 2020, Section 3.11, Land Use and Planning, p.3.11-3,

3.4 REQUESTED PERMITS AND APPROVALS

The list below includes the anticipated requests for approval of the Project. The Environmental Impact Report will analyze impacts associated with the Project and will provide environmental review sufficient for all necessary entitlements and public agency actions associated with the Project. The discretionary entitlements, reviews, permits and approvals required to implement the Project include, but are not necessarily limited to, the following:

- Pursuant to the **TOC Guidelines** and **LAMC Section 12.22.A.31**, the Applicant requests base incentives to allow an increase in FAR of 50 percent or to 3.75:1, whichever is greater, to permit a 50-percent increase in FAR from 3:1 to 4.5:1, and a base parking incentive to allow reductions in residential and commercial parking requirements.

- Pursuant to the **TOC Guidelines** and **LAMC Section 12.22.A.31**, the Applicant requests an additional incentive to reduce the side yards to 5 feet, based on RAS3 zone yard setback requirements.

- Pursuant to **LAMC Section 12.28**, the Applicant requests a Zoning Administrator's Adjustment to further reduce the side yards to zero feet at the second above-grade level of the Project.

- Pursuant to **LAMC Section 12.27**, the Applicant requests a Variance to permit Code-required parking for the existing Project Site buildings to be temporarily located off-site via lease in lieu of a covenant during Project construction activities.

- Pursuant to **LAMC Section 16.05,** the approval of Site Plan Review findings.

- Pursuant to **LAMC Section 17.15**, a Vesting Tentative Tract Map to merge the Project Site into a single ground lot and to allow the future creation of commercial condominium units, a determination of the Project Site's yards, and approval of a haul route.

In addition to the specific discretionary actions listed above, other discretionary and ministerial permits and approvals may be deemed necessary or will be required, including, but not limited to, temporary street closure permits, street tree removal permits, grading permits, excavation permits, foundation permits, and building permits.

3.5 RESPONSIBLE PUBLIC AGENCIES

A Responsible Agency under CEQA is a public agency with some discretionary authority over a project or a portion of it, but which has not been designated the Lead Agency (State CEQA Guidelines Section 15381). No responsible agencies have been identified for the Project.

4 ENVIRONMENTAL IMPACT ANALYSIS

I. AESTHETICS

Senate Bill (SB) 743 [Public Resources Code (PRC) Section 21099(d)] sets forth guidelines for evaluating project transportation impacts under CEQA, as follows: "Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area (TPA) shall not be considered significant impacts on the environment." PRC Section 21099 defines a "transit priority area" as an area within 0.5 mile of a major transit stop that is "existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." PRC Section 21064.3 defines "major transit stop" as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." PRC Section 21099 defines an "infill site" as a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses. This state law supersedes the aesthetic impact thresholds in the 2006 L.A. CEQA Thresholds Guide, including those established for aesthetics, obstruction of views, shading, and nighttime illumination.

The related City of Los Angeles Department of City Planning Zoning Information File (ZI) ZI No. 2452 provides further instruction concerning the definition of transit priority projects and that "visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact as defined in the City's CEQA Threshold Guide shall not be considered an impact for infill projects within TPAs pursuant to CEQA."[11]

PRC Section 21099 applies to the Project. Specifically, pursuant to PRC Section 21099, the Project is a mixed-use residential project located on an infill site. The Project Site is also located within a transit priority area because it is located within 0.5 mile of an existing "major transit stop." In particular, the Project Site is located within one-half mile of the Los Angeles County Metropolitan Transportation Authority (Metro) B Line Hollywood/Vine rail station. The City's Zone Information and Map Access System (ZIMAS) also confirms the Project Site's location within a transit priority area, as defined in ZI No. 2452. Therefore, in accordance with PRC Section 21099(d)(1), the Project's aesthetic impacts shall not be considered significant impacts on the environment and therefore do not have to be evaluated under CEQA. The analysis in this initial study is for informational purposes only and not for determining whether the Project will result in significant impacts on the environment. As such, nothing in the aesthetic impact discussion in this Initial Study shall trigger the need for any CEQA findings, CEQA analysis, or CEQA mitigation measures.

[11] City of Los Angeles Department of City Planning, Zoning Information File ZI No. 2452, Transit Priority Areas (TPAs)/Exemptions to Aesthetics and Parking Within TPAs Pursuant to CEQA. Available at: http://zimas.lacity.org/documents/zoneinfo/ZI2452.pdf, accessed October 29, 2019.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, 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 within a state scenic highway?	☐	☐	☐	☒
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

a. Would the Project have a substantial adverse effect on a scenic vista?

No Impact. Panoramic views or vistas provide visual access to a large geographic area, for which the field of view can be wide and extend into the distance. Panoramic views are typically associated with vantage points looking out over a section of urban or natural areas that provide a geographic orientation not commonly available. Examples of panoramic views include an urban skyline, valley, mountain range, the ocean, or other water bodies. Focal views are also relevant when considering this question from Appendix G of the CEQA Guidelines. Examples of focal views include natural landforms, public art/signs, historic buildings, and important trees.

Valued visual resources in the vicinity of the Project Site include the Hollywood Hills and the Hollywood Sign, a City of Los Angeles (City)-designated historic monument, to the north. In the vicinity of the Project Site, intermittent views of the Hollywood Hills are available from Selma Avenue looking north in between buildings and primarily along north-south streets.

The 1.55-acre Project Site is currently occupied by a surface parking lot and six one- and two-story structures that contain approximately 33,828 square feet of floor area and provide a variety of retail, restaurant, and service uses located generally within the southern and western portions of the Project Site along Ivar Avenue and Cahuenga Boulevard. The Project Site is surrounded by commercial and retail uses to the north, west, south, and east, as well as the Los Angeles Film School to the southeast across Ivar Avenue and a multi-family apartment building to the northeast across Ivar Avenue and Selma Avenue.

The Project would replace existing surface parking with a 25-story[12] building that would include two levels of above ground parking and four subterranean parking levels. The existing commercial buildings within the Project Site would remain. In the vicinity of the Project Site, views would continue to be available on an intermittent basis along roadway segments, particularly the north-south roadways. In particular, the Project would not block existing public views of the Hollywood Hills from Ivar Avenue or Cahuenga Boulevard because the existing views are oriented north-south, and the Project Site is an infill location between these north-south streets. Therefore, while the Project would obstruct some partial and distant views of the Hollywood Hills and Hollywood Sign (primarily views across the Project Site), such blockage would occur on an intermittent basis at single, fixed vantage points, rather than resulting in substantial blockages across long distances, such as along the length of a public roadway. Therefore, the partial reduction in publicly-available intermittent views of the Hollywood Hills and the Hollywood Sign that would result from the Project would not be considered a substantial obstruction of existing views of these visual resources.

Overall, as the area is fully developed and highly urbanized, the Project would not have a substantial adverse effect on a publicly available scenic vista. Moreover, pursuant to Senate Bill 743 and ZI No. 2452, the Project's aesthetics impact would not be considered a significant impact on the environment. Therefore, no further evaluation of this topic in an EIR is required.

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

No Impact. The Project Site is not located along a state scenic highway. The nearest officially eligible state scenic highway is along the Foothill Freeway (I-210), approximately 10 miles northeast of the Project Site,[13] and the nearest City-designated scenic highway is along Mulholland Drive, approximately 1.5 miles northwest of the Project Site.[14] Therefore, the Project would not substantially damage scenic resources within a state or City-designated scenic highway as no scenic highways are located adjacent to the Project Site. Moreover, pursuant to Senate Bill 743 and ZI No. 2452, the Project's aesthetics impact would not be considered a significant impact on the environment. Therefore, no further evaluation of this topic in an EIR is required.

c. In non-urbanized areas, would the Project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

No Impact. The Project is located in an urbanized area. As such, this analysis focuses on whether the Project would conflict with applicable zoning and other regulations governing scenic quality.

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12 The building would measure 268 feet to the top of the parapet, and 286 feet to the top of the mechanical and penthouse projections. The building's 25th level includes roof deck areas as well as covered amenity areas and is therefore considered to constitute a story.

13 California Department of Transportation, Scenic Highways, https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways accessed May 26,2020.

14 Mobility Plan 2035, Map A4.

With regard to zoning, as discussed in Section 3, Project Description, of this Initial Study, the Project Site is designated by the Hollywood Community Plan as Regional Center Commercial with the corresponding zones of C4-2D (Commercial Zone, Height District 2 with Development Limitation) for the northeastern portion of the Project Site and C4-2D-SN (Commercial Zone, Height District 2 with Development Limitation, Hollywood Signage Supplemental Use District) for the southern and western portions of the Project Site. The C4 zone permits a wide array of land uses including commercial, office, multi-family residential, retail, and hotel uses. The Height District 2 designation, in conjunction within the C4 Zone, does not impose a maximum building height limitation but does impose a maximum floor area ratio (FAR) of 6:1. However, the "D" limitation of the Project Site's zoning limits the total floor area contained in all buildings to a maximum FAR of 3:1 (per Ordinance No. 165,660, adopted in 1990). The "SN" designation indicates that the southern and western portions of the Project Site are located within the Hollywood Signage Supplemental Use District (HSSUD), where signage is subject to special regulations designed to enhance the distinctive aesthetic of the HSSUD, and to eliminate blight created by poorly placed, badly designed signs throughout Hollywood.

The Project would replace the existing surface parking lot within the Project Site with a 25-story mixed-use building consisting of 270 residential units and 6,790 square feet of commercial space. The Project would also retain six existing buildings containing 33,828 square feet of commercial uses. The Project uses would be consistent with the types of uses permitted in the C4 Zone, as described above. As previously discussed, the Project Site is currently subject to a D Limitation that permits a maximum FAR of 3:1, equivalent to a total floor area of 200,688 square feet. However, per the City's adopted TOC Guidelines and LAMC Section 12.22.A.31, and pursuant to the Project Site's location within a Tier 3 TOC area, in exchange for the Applicant setting aside a specified amount of affordable housing, the Project may request a TOC base incentive percent to increase the FAR of the commercially zoned Project Site by 50 percent. Accordingly, in conformance with the TOC Guidelines for Tier 3 areas, the Project will set aside 10 percent of its 270 units (27 units) for Extremely Low-Income households, and may therefore utilize a 50-percent FAR increase, allowing a total FAR of up to 4.5:1 (up to 301,032 square feet) for the Project Site. The Project proposes to contain a total of 300,996 square feet of floor area; therefore, the proposed FAR would be within the limit permitted by the TOC Guidelines and the LAMC.

With regard to the City's regulations governing scenic quality, local land use plans applicable to the Project Site also include policies governing scenic quality, including the Citywide General Plan Framework Element (Framework Element), the Hollywood Community Plan (1988), the Hollywood Redevelopment Plan, and the Citywide Urban Design Guidelines. The Project's lack of conflict with the general intent of these plans is briefly discussed below.

Citywide General Plan Framework Element—Urban Form and Neighborhood Design

The Framework Element provides direction regarding the City's vision for future development in the City and includes an Urban Form and Neighborhood Design chapter to guide the design of future development. One of the key objectives of the Urban Form and Neighborhood Design Chapter is to enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm (Objective 5.5). As described in Section 3, Project Description, of this Initial Study, the Project Site is currently occupied by six buildings and a surface parking lot. The existing buildings on the Project Site are one- and two-stories and contain approximately 33,828 square feet of floor area and provide a variety of retail, restaurant, and service uses generally within the southern and western portions of the Project Site along Ivar Avenue and Cahuenga Boulevard. The area surrounding

the Project Site is highly urbanized and includes a mix of low- to high-rise buildings containing a variety of uses, including mid- to high-rise, high-density commercial, office, and multi-family residential uses. Land uses adjacent to the Project Site include commercial and retail uses to the north, west, south, and east, as well as the Los Angeles Film School to the southeast across Ivar Avenue and a multi-family apartment building to the northeast across Ivar Avenue. The Project would enhance the built environment in the surrounding neighborhood and upgrade the quality of development by replacing the existing surface parking lot with a high quality mixed-use building that incorporates design elements that complement its surroundings through utilization of neighborhood-defining brick building materials. Cantilevered balcony decks and horizontal overhangs would be integrated with other architectural elements, such as balcony railings and framing. These architectural elements would provide horizontal and vertical articulation that would serve to break up the building planes and add visual interest. A variety of exterior finishes, materials, and textures would be integrated into the overall design of the building, including exterior brick and metallic and glass balcony railings. Additionally, the Project would enhance the streetscape surrounding the Project Site. The sidewalks surrounding the Project would be enhanced with eight new street trees. The corner of the new building would also be set back at Selma Avenue and Ivar Avenue to provide increased visibility as well as a street-level gathering area which would include a corner planter with seating. The Project would also include ground floor commercial uses, which are anticipated to include retail or restaurant tenants, and which would include floor-to-ceiling storefront glazing along Selma Avenue and Ivar Avenue, with entrances fronting the street. The pedestrian scale lighting and visibility at the ground floor would improve the livability of the neighborhood at all hours.

Overall, relative to the surrounding development, the Project design would complement the varying design elements of the uses adjacent to the Project Site, and would be generally consistent with the applicable objectives and policies that support the goals set forth in the Framework Element's Urban Form and Neighborhood Design Chapter and, therefore, would not conflict with the Framework Element policies regarding scenic quality.

Hollywood Community Plan

As it relates to scenic quality, the Hollywood Community Plan includes the following objective and policy:

- That, where feasible, new power lines be placed underground and that the undergrounding of existing lines be continued and expanded.

As part of the Project, new power lines would be placed underground consistent with the public improvements section of the Hollywood Community Plan and, therefore, would not conflict with the Hollywood Community Plan objective and policy related to scenic quality.

Hollywood Redevelopment Plan

Section 300 of the Hollywood Redevelopment Plan sets forth the goals of the Redevelopment Plan. Related to scenic quality, the Hollywood Redevelopment Plan provides the following goal:

> *5) Improve the quality of the environment, promote a positive image for Hollywood and provide a safe environment through mechanisms such as: a) adopting land use standards; b) promoting architectural and urban design standards including: standards for height, building setback, continuity of street facade, building materials, and compatibility of*

new construction with existing structures and concealment of mechanical appurtenances; c) promoting landscape criteria and planting programs to ensure additional green space; d) encouraging maintenance of the built environment; e) promoting sign and billboard standards; f) coordinating the provision of high quality public improvements; g) promoting rehabilitation and restoration guidelines; h) integrate public safety concerns into planning efforts.

As previously discussed above, the Project would enhance the built environment in the surrounding neighborhood and upgrade the quality of development over existing Project Site improvements. Specifically, the proposed building would be designed in an architectural style that would be compatible with the general urban characteristics of the surrounding neighborhood. The Project would also enhance the streetscape by installing landscaping, including new street trees. In addition, the Project would implement several safety features such as an enhanced closed-circuit camera system and keycard or guarded entry. Proper lighting of buildings and walkways would be incorporated to maximize visibility and provide for pedestrian orientation and clearly identify a secure route between parking areas and points of entry into the commercial building. Parking areas would also be lit to maximize visibility and reduce areas of concealments. Finally, entrances to, and exits from the building, would be designed to be open and in view of surrounding sites. Overall, the Project would support the Redevelopment Plan's goal to improve the quality of the environment and, therefore, would not conflict with the Hollywood Redevelopment Plan goals related to scenic quality.

Citywide Design Guidelines

The Citywide Design Guidelines, adopted October 24, 2019, establishes ten guidelines to carry out the common design objectives that maintain neighborhood form and character while promoting quality design and creative infill development solutions. Although each of the Citywide Design Guidelines should be considered in a project, not all will be appropriate in every case. The Project would not conflict with the Citywide Design Guidelines, as discussed below.

Guideline 1: Promote a safe, comfortable and accessible pedestrian experience for all

The Project would enhance the streetscape adjacent to the Project Site by implementing a design that would enhance the pedestrian experience. Specifically, to improve the streetscape, all sidewalks would be over nine-feet wide and enhanced with existing and new street trees. The corner of the building at Selma and Ivar Avenue would be setback to provide increased visibility as well as a street-level gathering area. Both the commercial entry and residential main lobby entry would include landscaped areas to enhance and distinguish these entries. Additionally, the Project would have ground floor commercial uses which would include floor-to-ceiling storefront glazing along Selma Avenue and Ivar Avenue with entrances fronting the streets to promote pedestrian activity. The Project would also include pedestrian-scale lighting and visibility at the ground floor which would improve the livability of the neighborhood at all hours. These Project elements would promote a safe, comfortable, and accessible pedestrian experience for all.

Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience

Vehicular access to the Project's parking would be provided via two two-way driveways along Ivar Avenue at the eastern portion of the Project Site. A main driveway would provide residential, retail and service

access and a second driveway located within the southern portion of the Project Site would provide additional access. A truck loading area would be provided along Selma Avenue north of the Project Site for the new commercial uses and trash collection. The proposed driveways would be designed to meet all applicable City Building Code and Fire Code requirements regarding site access and would incorporate pedestrian warning systems, as appropriate. With two driveways that would serve both the proposed uses and existing uses to remain, the Project would also minimize curb cuts so as to not degrade the pedestrian experience. In addition, as previously described, the Project includes new landscaping along the Project Site perimeter to enhance the pedestrian experience.

Guideline 3: Design projects to actively engage with streets and public space and maintain human scale

The Project would activate the ground floor along the primary street frontage by introducing new commercial and residential lobby uses in areas of the Project Site that are currently used for surface parking. The Project's ground floor would be designed to be highly visually permeable and to activate the streetscape with active uses along Selma Avenue and Ivar Avenue, while providing a coherent, uniform architectural design featuring large floor-to-ceiling windows and pedestrian oriented signage. The Project would include planted areas along the sidewalks adjacent to the Project Site, further activating the streetscape and improving the pedestrian environment. Overall, the Project would be designed to actively engage with streets and public space and maintain human scale.

Guideline 4: Organize and shape projects to recognize and respect surrounding context

The area surrounding the Project Site is predominantly developed with mid- to high-rise, high-density commercial, office, and multi-family residential uses. Land uses adjacent to the Project Site include commercial and retail uses to the north, west, south, and east, as well as the Los Angeles Film School to the southeast across Ivar Avenue and a multi-family apartment building to the northeast across Ivar Avenue and Selma Avenue. The Project would be designed to be compatible with the general urban characteristics of the surrounding neighborhood. The Project in particular would be moderated by a high degree of articulation, using both variations in building planes and façade setbacks, as well as a variety of exterior finishes, materials, and textures, including exterior brick, and metallic and glass balcony railings, and would be designed to complement the surrounding neighborhood.

Guideline 5: Express a clear and coherent architectural idea

The Project incorporates design elements that complement its surroundings through utilization of neighborhood-defining brick building materials. The Project would include design elements that would contribute to the neighborhood's commercial uses and be supportive of pedestrian circulation. The Project would be moderated by a high degree of articulation, using both variations in building planes and façade setbacks, as well as a variety of materials, and would be designed to respond to the neighborhood fabric. A variety of exterior finishes, materials, and textures would be integrated into the overall design of the building, including exterior brick and metallic and glass balcony railings. Overall, relative to the surrounding development, the Project design would complement the varying design elements of the uses adjacent to the Project Site, expressing a clear and coherent architectural idea.

Guideline 6: Provide amenities that support community building and provide an inviting, comfortable user experience

As previously discussed, the Project would enhance the streetscape adjacent to the Project Site by implementing active ground floor uses that will be highly visually permeable with floor to ceiling windows and transparent materials at the ground floor. The Project would also include planted areas along the sidewalks adjacent to the Project Site, further activating the streetscape and improving the pedestrian environment. In addition, the Project would also include pedestrian-scale lighting and visibility at the ground floor which would provide an inviting, comfortable user experience.

Guideline 7: Carefully arrange design elements and uses to protect site users

The Project includes a mixed-use building that would include ground floor commercial uses with residential uses above. The new building would be located on the northeast corner of the Project Site and would be integrated with the six existing buildings to be retained at the Project Site. This arrangement of buildings and uses would ensure that pedestrian activity remains along an active pedestrian corridor. In addition, internal to the Project Site, pedestrian pathways would be provided along all driveways to minimize pedestrian-vehicular conflicts. The Project would also include lighting of building entries and walkways to provide for pedestrian orientation and to clearly identify a secure route between parking areas and points of entry into the commercial buildings.

Guideline 8: Protect the site's natural resources and features

The Project Site is located in an urbanized area and is currently developed with retail and restaurant uses and associated parking. Landscaping within the Project Site includes minimal ornamental landscaping and hardscaping features. As discussed further below, none of the trees within the Project Site and in the adjacent public right-of-way are considered protected species by the City.[15]

Guideline 9: Configure the site layout, building massing and orientation to lower energy demand and increase the comfort and well-being of users

As discussed in Section 3, Project Description, of this Initial Study, the Project would be designed and constructed to incorporate environmentally sustainable building features and construction protocols required by the Los Angeles Green Building Code. The Project's design is based on principles of smart growth and environmental sustainability.[16] Such features would include an energy-efficient building, a pedestrian- and bicycle-friendly site design, and water conservation and waste reduction measures, among others. The Project would also utilize sustainable planning and building strategies, such as using recycled water for the mechanical system cooling tower, providing bicycle parking, providing EV charging stations and EV future conduit for vehicles, providing passive shading with the balconies, providing drought tolerant planting, utilizing grey water for irrigation, and providing operable windows for natural ventilation, and would incorporate the use of environmentally friendly materials wherever applicable.

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[15] Carlberg Associates, Artisan Hollywood—6350 W. Selma Avenue, Los Angeles, California—Tree Report, September 13, 2019 (Appendix IS-1 of this Initial Study).

[16] The Southern California Association of Governments (SCAG) considers smart growth to be a range of development and conservation strategies that help protect the natural environment and make communities more attractive, economically stronger, and more socially diverse. A balance is sought between economically prosperous, socially equitable, and environmentally sustainable community development. SCAG, Connect SoCal Final Program EIR, May 2020, Section 3.11, Land Use and Planning, p. 3.11-3.

Guideline 10: Enhance green features to increase opportunities to capture stormwater and promote habitat

The Project would be required to comply with the City's Low Impact Development (LID) ordinance and implement standard erosion controls to limit stormwater runoff. As part of these requirements, the Project would manage stormwater through a capture and reuse and/or biofiltration system. This system would capture stormwater runoff that would then be used for irrigation of the new landscaping around the Project Site.

In summary, for all the foregoing reasons, the Project would not conflict with applicable zoning and other regulations governing scenic quality. Moreover, pursuant to Senate Bill 743 and ZI No. 2452, the Project's aesthetics impact would not be considered a significant impact on the environment. Therefore, no further evaluation of this topic in an EIR is required.

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

No Impact. New light sources introduced by a project may increase ambient nighttime illumination levels. Additionally, nighttime spillover of light onto adjacent properties has the potential to interfere with certain functions, including vision, sleep, privacy, and general enjoyment of the natural nighttime condition. The significance of the impact depends on the type of use affected, proximity to the affected use, the intensity of the light source, and the existing ambient light environment. Uses considered sensitive to nighttime light include, but are not limited to, residential, some commercial and institutional uses, and natural areas.

Construction

While the majority of Project construction would occur during daylight hours, there is a potential that construction could occur in the evening hours and require the use of artificial lighting, particularly during the winter season when daylight is no longer sufficient earlier in the day. Outdoor lighting sources, such as floodlights, spot lights, and/or headlights associated with construction equipment and hauling trucks, typically accompany nighttime construction activities. To the extent evening construction includes artificial light sources, such use would be temporary and would cease upon completion of Project construction. Furthermore, construction-related illumination would be used for safety and security purposes only, in compliance with LAMC light intensity requirements.[17] Additionally, as part of the Project, construction lighting would be shielded to minimize light spillover. Construction lighting, while potentially bright, would be focused on the particular area undergoing work.

Daytime glare could potentially occur during construction activities if reflective construction materials were positioned in highly visible locations where the reflection of sunlight could occur. However, any glare would be highly transitory and short-term, given the movement of construction equipment and materials within the construction area, and the temporary nature of construction activities. In addition, large, flat surfaces that are generally required to generate substantial glare are typically not an element of construction activities. Furthermore, temporary construction fencing would be placed along the periphery

[17] LAMC Chapter 9, Article 3, Section 93.0117 provides that, no exterior light source may cause more than 2 foot-candles (21.5 lx) of light intensity or generate direct glare onto exterior glazed windows or glass doors; elevated porch, deck, or balcony; or any ground surface intended for uses such as recreation, barbecue or lawn areas or any property containing a residential unit or units.

of the Project Site to screen construction activity from view at the street level from off-site locations. Therefore, there would be a negligible potential for daytime or nighttime glare associated with construction activities to occur.

Based on the above, light and glare associated with temporary Project construction activities would not substantially alter the character of off-site areas surrounding the Project Site or adversely impact day or nighttime views in the area. Moreover, pursuant to Senate Bill 743 and ZI No. 2452, the Project's aesthetics impacts would not be considered a significant impact on the environment. Therefore, no further evaluation of this topic in an EIR is required.

Operation

The Project Site currently generates moderate levels of light from interior light spillage from buildings, security lighting, pole lighting from surface parking areas, and vehicle headlights from surface parking areas. Existing glare sources within the Project Site include glass, architectural elements, and vehicle headlights. The Project Site is in an urbanized area and is surrounded by urban infrastructure, street lighting, and low-, mid-, and high-rise buildings with sources of daytime and nighttime light and glare. The Project would introduce new sources of light and glare that are typically associated with residential and commercial buildings, including architecture, interior, security and wayfinding lighting sources. The Project would include low-level exterior lights along pathways for security and wayfinding purposes. In addition, low-level lighting to accent signage would be incorporated. All lighting would comply with current energy standards and regulations as well as design requirements. Project lighting would be designed to provide efficient and effective on-site lighting while minimizing light spill-over from the Project Site, reducing sky-glow, and improving nighttime visibility through glare reduction. Specifically, all on-site exterior lighting, including lighting fixtures on the pool decks, would be automatically controlled via photo sensors to illuminate only when required and would be shielded or directed toward areas to be illuminated to limit spill-over onto neighboring properties. All exterior and interior lighting would meet high energy efficiency requirements utilizing light emitting diode (LED) or efficient fluorescent lighting technology. Light trespass from interior spaces would be limited by blinds and drapery. New street and pedestrian lighting within the public right-of-way would comply with applicable City regulations.

The Project would not include signage with flashing or mechanical properties. Project signage would be illuminated via low-level, low-glare external lighting, internal halo lighting, or ambient light. Exterior lighting for signage would be directed onto signs to avoid creating off-site glare. Illumination used for Project signage would comply with light intensities set forth in the LAMC and as measured at the property line of the nearest residentially zoned property.

Daytime glare can result from sunlight reflecting from a shiny surface that would interfere with the performance of an off-site activity, such as the operation of a motor vehicle. Reflective surfaces can be associated with window glass and polished surfaces, such as metallic trim. In general, sun reflection that has the greatest potential to interfere with driving occurs from the lower stories of a structure. Sun reflection from the Project would occur during periods in which the sun is low on the horizon and when the point of reflection within the Project Site is in front of the driver, in the direction of travel. The Project would feature a variety of surface materials, including glass, concrete, timber, and metal. As part of the Project, glass used in building façades would have high-performance coatings that would not be highly reflective, thereby minimizing glare from reflected sunlight. In addition, windows on the upper levels of the

building would include exterior shading elements including overhangs and architectural screens to further reduce glare.

Nighttime glare could result from illuminated and vehicle headlights. As described above, Project illuminated signs would not exceed the prescribed lighting requirements of the LAMC. Furthermore, while headlights from vehicles entering and exiting the parking levels on the ground floor would be visible during the evening and nighttime hours, such lighting sources would be typical for the area. Additionally, the parking garage itself would be fully enclosed and therefore vehicle movements would be screened from view. Thus, nighttime glare would not result in a substantial adverse impact.

Based on the above, with adherence to regulatory requirements, lighting associated with Project operation would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. Moreover, pursuant to Senate Bill 743 and ZI No. 2452, the Project's aesthetic impacts would not be considered a significant impact on the environment. Therefore, no further evaluation of this topic in an EIR is required.

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.

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

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

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

No Impact. The Project Site is located in an urbanized area of the City. As discussed in Section 3, Project Description, of this Initial Study, the Project Site is currently developed with commercial uses and surface parking. No agricultural uses or operations occur on-site or in the vicinity of the Project Site. The Project Site and surrounding area are 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.[18] 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.

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

No Impact. The Project Site is zoned as C4-2D (Commercial Zone, Height District 2 with Development Limitation) for the northeastern portion of the Project Site and C4-2D-SN (Commercial Zone, Height District 2 with Development Limitation, Hollywood Signage Supplemental Use District) for the southern and western portions of the Project Site. As such, 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.[19] Therefore, the Project would not conflict with any existing 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. Would the Project 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))?

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[18] City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report for APNs 5546012009, 5546012004, 5546012005, 5546012006, and 5546012002, http://zimas.lacity.org/, accessed June 1, 2020.

[19] California Department of Conservation, The Williamson Act Status Report 2016-17.

No Impact. As previously discussed, the Project Site is located in an urbanized area and is currently developed with commercial uses and surface parking. The Project Site does not include any forest land or timberland. In addition, the Project Site is currently zoned for commercial uses and is not zoned and/or used as forest land.[20] Therefore, the Project would not conflict with existing zoning for, or cause rezoning of, forest land or timberland as defined by the Public Resources and Government Codes. No impacts would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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

No Impact. As discussed above, the Project Site is located in an urbanized area of the City and does not include farmland or forest land. The Project Site and surrounding area are also not mapped as farmland or forest land, are not zoned for farmland/agricultural use or forest land, and do not contain any agricultural or forest uses.[21] As such, the Project would not result in the conversion of farmland to non-agricultural use or in the 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.

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

No Impact. As described above, the Project Site is located within an urbanized area and does not include farmland or forest land. 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.[22] As such, the Project would not result in the conversion of farmland to non-agricultural use, and no impacts would occur. No further analysis of this topic in the EIR is required.

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.

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20 City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report for APNs 5546012009, 5546012004, 5546012005, 5546012006, and 5546012002, http://zimas.lacity.org/, accessed June 1, 2020.

21 City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report for APNs 5546012009, 5546012004, 5546012005, 5546012006, and 5546012002, http://zimas.lacity.org/, accessed June 1, 2020.

22 City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report for APNs 5546012009, 5546012004, 5546012005, 5546012006, and 5546012002, http://zimas.lacity.org/, accessed June 1, 2020.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐	☐
b. 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?	☒	☐	☐	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

a. Would the Project 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). Pursuant to the federal and state Clean Air Acts, within the Basin, the South Coast Air Quality Management District (SCAQMD) is required to reduce emissions of criteria pollutants for which the Basin is in non-attainment (i.e., ozone [O_3], particulate matter less than 2.5 microns in size [$PM_{2.5}$], particulate matter less than 10 microns in size [PM_{10}], and lead[23]). The SCAQMD's 2016 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.[24] With regard to future growth, SCAG adopted the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016–2040 RTP/SCS) on April 7, 2016, and later approved the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (2020–2045 RTP/SCS) on September 3, 2020, both of which provide population, housing, and employment projections for cities under its jurisdiction.[25] The growth projections in the 2016–2040 RTP/SCS and 2020–2045 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

23 Partial Nonattainment designation for lead for the Los Angeles County portion of the Basin only.

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

25 SCAG's Regional Council formally adopted the 2020–2045 RTP/SCS on September 3, 2020. However, the 2020–2045 RTP/SCS has not been formally adopted by the California Air Resources Board. As such, both SCAG's 2016–2040 RTP/SCS and 2020–2045 RTP/SCS are considered in this discussion and throughout this Initial Study.

SCAQMD's implementation of the AQMP. Therefore, the EIR will provide further analysis of the Project's consistency with the SCAQMD's AQMP.

b. Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

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, PM_{10}, 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. The EIR will provide further analysis of cumulative air pollutant emissions associated with the Project.

c. Would the Project expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. As discussed above, the Project would result in increased short- and long-term 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. Therefore, the Project could expose sensitive receptors to substantial pollutant concentrations and the EIR will provide further analysis of the Project's potential to result in substantial adverse impacts to sensitive receptors.

d. Would the Project result in other emissions (such as those leading to odors) adversely 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. 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 as it would include residential, retail, and restaurant uses. 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.

Construction and operation of the Project would also comply with SCAQMD Rules 401, 402, and 403, regarding visible emissions violations. In particular, SCAQMD Rule 402 provides that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c. Have a substantial adverse effect on state or federally protected wetlands (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 a tree preservation policy or ordinance?	☐	☐	☒	☐
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?	☐	☐	☐	☒

a. Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or 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 six one- and two-story structures and surface parking. Landscaping within the Project Site is limited to minimal ornamental landscaping and hardscape features. Due to the urbanized and disturbed nature of the Project Site and the surrounding areas, and lack of large expanses of open space areas, species likely to occur on-site are limited to small terrestrial and avian species typically found in urbanized developed settings. Based on the lack of habitat on the Project Site, it is unlikely any special status species listed by the California Department of Fish and Wildlife (CDFW)[26] or by the U.S. Fish and Wildlife Service (USFWS)[27] would be present on-site. Furthermore, the Project Site is not located in or adjacent to a Biological Resource Area as defined by the City.[28] 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 CDFW or USFWS. No impact would occur, and no mitigation measures are required. No further analysis of this topic in an EIR is required

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

No Impact. The Project Site is located in an urbanized area and is currently developed with commercial uses and surface parking. No riparian or other sensitive natural community exists on the Project Site or in the surrounding area.[29,30] Furthermore, the Project Site and surroundings are not located in or adjacent to a Biological Resource Area or Significant Ecological Area as defined by the City or County of Los Angeles.[31,32] In addition, there are no other sensitive natural communities identified by the CDFW or the USFWS.[33,34,35] 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.

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26 California Department of Fish and Wildlife, California Natural Diversity Database, Special Animals List, August 2019.

27 United States Fish and Wildlife Service, ECOS Environmental Conservation Online System, Listed species believed to or known to occur in Californiahttps://ecos.fws.gov/ecp/report/species-listings-by-state?stateAbbrev=CA&stateName=California&statusCategory=Listed, accessed September 22, 2020.

28 City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, January 19, 1995, P. 2-18-4.

29 California Department of Fish and Wildlife, Biogeographic Information and Observation System (BIOS) https://apps.wildlife.ca.gov/bios/, accessed June 1, 2020.

30 United States Fish and Wildlife Service, National Wetlands Inventory, www.fws.gov/wetlands/data/Mapper.html, accessed June 1, 2020.

31 City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, January 19, 1995, P. 2-18-4.

32 Los Angeles County, Los Angeles County General Plan, Figure 9.3 Significant Ecological Areas and Coastal Resource Areas Policy Map, October 6, 2015.

33 California Department of Fish and Wildlife, Biogeographic Information and Observation System (BIOS) https://apps.wildlife.ca.gov/bios/, accessed June 1, 2020.

34 California Department of Fish and Wildlife, CDFW Lands, www.wildlife.ca.gov/Lands, accessed June 1, 2020.

35 U.S. Fish and Wildlife Service, National Wetlands Inventory, www.fws.gov/wetlands/index.html, accessed June 1, 2020.

c. Would the Project have a substantial adverse effect on state or federally protected wetlands (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 occupied by commercial uses and surface parking. No water bodies or state or federally protected wetlands exist on the Project Site or in the immediate vicinity.[36] As such, the Project would not have an adverse effect on state or 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. Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less Than Significant Impact. As discussed above, the Project Site is located in an urbanized area and is developed with one- and two-story structures and surface parking area. In addition, the areas surrounding the Project Site are fully developed, and there are no large expanses of open space areas within and surrounding the Project Site that provide linkages to natural open spaces areas and that may serve as wildlife corridors. Furthermore, the Project Site is not located in or adjacent to a Biological Resource Area or Significant Ecological Area as defined by the City of Los Angeles or County of Los Angeles.[37,38]

The Project Site is relatively flat with limited ornamental landscaping. As discussed in the Tree Report prepared for the Project, included in Appendix IS-1 of this Initial Study, there are two olive trees within the development portion of the Project Site and two magnolia street trees around the perimeter of the Project Site. The Project would involve removal of the two olive trees to allow for development of the Project. New trees will be planted in place in accordance with the City's requirements. The two magnolia trees in the City right of way are proposed to be maintained and protected during construction of the Project, utilizing standard tree protection practices and measures.[39]

Although unlikely, the existing trees could potentially provide nesting sites for migratory birds. However, the Project would be required to comply with the Migratory Bird Treaty Act, which prohibits the take, possession, import, export, transport, sell, purchase, barter, or offer for sale, purchase, or barter, any migratory bird, or the parts, nests, or eggs of such a bird except under the terms of a valid permit issued pursuant to federal regulations. Additionally, California Fish and Game Code Section 3503 states that "[i]t is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto." No exceptions are provided in the

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36 U.S. Environmental Protection Agency, NEPAssist, www.epa.gov/nepa/nepassist, accessed June 1, 2020.

37 City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, January 19, 1995, P. 2-18-4.

38 Los Angeles County, Los Angeles County General Plan, Figure 9.3 Significant Ecological Areas and Coastal Resource Areas Policy Map, October 6, 2015.

39 If it is subsequently determined that it is not feasible to maintain these trees (e.g., due to changes in project design or access), removal of those trees would be required to comply with the City's street tree removal procedures, and replacement trees would be required to be provided in conformance with the City's current guidelines and policies.

California Fish and Game Code and California Department of Fish and Wildlife has never promulgated any regulations interpreting these provisions.

To ensure regulatory compliance with the Migratory Bird Treaty Act and California Fish and Game Code, tree removal activities associated with the Project would take place outside of the nesting season (February 1–August 31), to the extent feasible.[40] Should vegetation removal activities 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 buffer would be established until the fledglings have left the nest. The size of the buffer area varies with species and local circumstances (e.g., presence of busy roads) and would be based on the professional judgment of the monitoring biologist, in coordination with the California Department of Fish and Wildlife.

With compliance with the Migratory Bird Treaty Act, the Project would not 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. Impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

e. Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?

Less Than Significant Impact. The City of Los Angeles Protected Tree Ordinance (LAMC Chapter IV, Article 6) regulates the relocation or removal of 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. These tree species are defined as "protected" by the City of Los Angeles. Trees that have been planted as part of a tree planting program are exempt from the City's Protected Tree Ordinance and are not considered protected. The City's Protected Tree Ordinance prohibits, without a permit, the removal of any regulated protected tree, including "acts which inflict damage upon root systems or other parts of the tree…" and requires that all regulated protected trees that are removed be replaced on at least a 2:1 basis with trees that are of a protected variety.

Based on the Tree Report included in Appendix IS-1 of this Initial Study, the Project would not involve the removal of any trees considered protected under the City of Los Angeles Native Tree Protection Ordinance either within the Project Site or in the adjacent right-of-way (street trees). To allow for development of the Project, two existing olive trees located within the development portion of the Project Site would be removed. These onsite trees to be removed would be replaced at a 1:1 ratio in accordance with Department of City Planning policy. The development portion of the Project Site also includes two existing magnolia street trees located along Selma Avenue that would be retained. 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.

[40] The Project would comply with the State Migratory Bird Treaty Act (MBTA). Per AB 454, the federal MBTA authorizes states and territories to enforce laws or regulations that further protect migratory birds and their nests.

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

No Impact. The Project Site is located in an urbanized area and is currently developed with a one- and two-story structures and a surface parking lot. As previously described, 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.[41] Thus, the Project would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other related plans, and no impact would occur. No further analysis of this topic in the EIR is required.

V. CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	☒	☐	☐	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☒	☐	☐	☐
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	☒	☐	☐	☐

a. Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

Potentially Significant Impact. Section 15064.5 of the CEQA Guidelines generally defines a historical 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

[41] California Department of Fish and Wildlife, California Natural Community Conservation Plans, April 2019.

historical resources is managed by the Los Angeles Office of Historic Resources, which operates SurveyLA, a comprehensive program to identify potentially significant historical resources throughout the City.

As previously described, the Project Site is currently developed with six one- to two-story structures and surface parking. Some of the buildings within and adjacent to the Project Site are 50 or more years old. Therefore, further evaluation of the Project's potential impacts on historical resources will be included in the EIR.

b. Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA Guidelines §15064.5?

Potentially Significant Impact. CEQA Guidelines Section 15064.5(a)(3)(D) 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. Nevertheless, the Project would result in depths of excavation of up to approximately 50 feet below grade. Thus, the Project could have the potential to disturb previously undiscovered archaeological resources. Therefore, the EIR will provide further analysis of the Project's potential impacts to archaeological resources.

c. Would the Project disturb any human remains, including those interred outside of dedicated cemeteries?

Potentially Significant Impact. The Project Site is located within an urbanized area and has been subject to previous grading and development. No known traditional burial sites have been identified on the Project Site. Nevertheless, as the Project would require excavation at depths greater than those having previously occurred on the Project Site, the potential exists for the Project to uncover human remains. Therefore, the EIR will provide further analysis of the Project's potential impacts to human remains.

VI. ENERGY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☒	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☒	☐	☐	☐

a. Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Potentially Significant Impact. As discussed in Section 3, Project Description, of this Initial Study, the Project Site is currently developed with six one- to two-story structures and surface parking lots. The Project would replace the surface parking within the Project Site with a 25-story mixed-use building that would include 270 residential dwelling units (including 27 units restricted to Extremely Low Income households) and 6,790 square feet of commercial space, as well as a variety of open space areas totaling approximately 30,918 square feet. The six on-site buildings would be retained. The Project would generate an increased demand for electricity and natural gas services provided by the Los Angeles Department of Water and Power (LADWP) and the Southern California Gas Company, respectively, compared to existing conditions. While development of the Project would not be anticipated to cause wasteful, inefficient, and unnecessary consumption of energy resources, further analysis of the Project's demand on existing energy resources will be provided in the EIR.

b. Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Potentially Significant Impact. In 2002, Senate Bill 1078 established California's Renewable Portfolio Standards (RPS), which required 20 percent renewable energy by 2017. Governor Schwarzenegger signed Executive Order S-14-08 in November 2010 to increase California's RPS to 33 percent. Senate Bill 2X modified California's RPS Program to require retail sellers of electric services to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020.[42] California's renewable electricity procurement goal is further increased by SB 350, which aims to increase procurement to 50 percent, and SB 100 which requires renewable energy and zero-carbon resources supply 100 percent of electric retail sales to end-use customers by 2045. The LADWP provides electrical service throughout the City and many areas of the Owens Valley. LADWP generates power from a variety of energy sources, including hydropower, coal, gas, nuclear sources, and renewable resources, such as wind, solar, and geothermal sources. In accordance with Senate Bill 2X, LADWP is required to procure at least 33 percent of its energy portfolio from renewable sources by 2020.

Regarding energy efficiency, the California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) were adopted to ensure that building construction, system design, and installation achieve energy efficiency and preserve outdoor and indoor environmental quality. The current California Building Energy Efficiency Standards (Title 24

[42] CPUC, California Renewables Portfolio Standard (RPS), www.cpuc.ca.gov/RPS_Homepage/, accessed June 1, 2020.

standards) are the 2019 Title 24 standards, which became effective on January 1, 2020.[43] The 2019 Title 24 standards include efficiency improvements to the residential standards for attics, walls, water heating, and lighting and efficiency improvements to the non-residential standards include alignment with the American Society of Heating and Air-Conditioning Engineers (ASHRAE) 90.1 2013 national standards.[44]

As previously described, the Project Site is currently developed with existing one- and two-story buildings and surface parking. The Project Site does not include any renewable energy sources used by LADWP. The Project has been designed and would be constructed to incorporate environmentally sustainable building features and construction protocols required by the Los Angeles Green Building Code and CALGreen. While the Project would not be anticipated to conflict with or obstruct a state or local plan for renewable energy or energy efficiency, the Project's compliance with LADWP's plans for renewable energy, as well as the Project's compliance with California Building Energy Efficiency Standards, will be further evaluated in the EIR.

VII. GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause 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 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?	☐	☐	☒	☐

[43] CEC, 2019 Building Energy Efficiency Standards, www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2019-building-energy-efficiency, accessed July 13, 2020.

[44] CEC, 2019 Building Energy Efficiency Standards for Residential and Nonresidential Buildings, December 2018.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect 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?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☒	☐	☐	☐

The following analysis is based on the Report of Geotechnical Evaluation for Entitlement Documents (Geotechnical Evaluation) prepared for the Project by Wood Environment & Infrastructure Solutions, Inc., dated June 11, 2020, and approved by the Los Angeles Department of Building and Safety (LADBS) Grading Division on July 28, 2020 The analysis is also based on the Addendum Letter Regarding Potential Hazard Of Collapsible Soils (Geotechnical Addendum) dated September 14, 2020. All specific information regarding geologic and soils conditions in the discussion below is based on the Geotechnical Evaluation and Geotechnical Addendum unless otherwise noted. The Geotechnical Evaluation, Geotechnical Addendum, and the LADBS approval letter are included as Appendix IS-2 of this Initial Study.

a. Would the Project directly or indirectly cause 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.

Less Than 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, 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 California Geological Survey 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 designates Fault Rupture Study Areas along the sides of active and potentially active faults to establish areas of potential hazard due to fault rupture.[45]

Based on the Geotechnical Evaluation and a review of the City's Zone Information and Map Access System (ZIMAS) and General Plan Safety Element and the Geotechnical Evaluation, the Project Site is not within an Alquist-Priolo Earthquake Fault Zone or within a City-designated Fault Rupture Study Area, and no known active faults underlie the Project Site.[46] According to the Geotechnical Evaluation, the Hollywood fault, located approximately 0.3 mile north of the Project Site, is the closest active fault considered capable of surface rupture.[47] However, as concluded in the Geotechnical Evaluation, the risk for surface rupture at the Project Site is considered low as there are no known faults underlying the Project Site. Furthermore, while the Project would involve excavation for the four subterranean parking levels, the proposed development would not involve mining operations or deep excavation into the earth, which could create unstable seismic conditions or stresses in the Earth's crust. Therefore, the Project would not exacerbate existing hazardous conditions related to surface rupture from a known earthquake fault that would result in substantial damage to structures, infrastructure, or other properties or expose people to substantial risk of injury. Impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

ii. Strong seismic ground shaking?

Less Than Significant Impact. The Project Site is located in the seismically active Southern California region, which generally experiences moderate to strong ground shaking in the event of an earthquake on a local or regional fault. However, as noted above, no active faults are known to pass directly beneath the Project Site. In addition, state and local code requirements ensure that buildings are designed and constructed in a manner that, although the buildings may sustain damage during a major earthquake, would reduce the substantial risk that buildings would collapse. Specifically, the state and City mandate compliance with numerous rules related to seismic safety, including the Alquist-Priolo Earthquake Fault Zoning Act, Seismic Safety Act, Seismic Hazards Mapping Act, the City's General Plan Safety Element, and the Los Angeles Building Code. Pursuant to those laws, the Project must demonstrate compliance with the applicable provisions of these safety requirements before permits can be issued for construction of the Project. Accordingly, the design and construction of the Project would comply with all applicable existing regulatory requirements, the applicable provisions of the Los Angeles Building Code relating to seismic safety, and the application of accepted and proven construction engineering practices. The Los Angeles Building Code incorporates current seismic design provisions of the 2019 California Building Code, with City amendments, to minimize seismic impacts. The 2019 California Building Code incorporates the latest seismic design standards for structural loads and materials, as well as provisions from the National Earthquake Hazards Reduction Program to mitigate losses from an earthquake and maximize earthquake safety. The Los Angeles Department of Building and Safety (LADBS) is responsible for implementing the provisions of the Los Angeles Building Code, and the Project would be required to

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45 City of Los Angeles, Safety Element of the Los Angeles City General Plan, November 26, 1996, Exhibit A, p. 47.

46 City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report for APNs 5546012009, 5546012004, 5546012005, 5546012006, and 5546012002, http://zimas.lacity.org/, accessed June 1, 2020.

47 Wood Engineering, Report of Geotechnical Evaluation—Proposed 1520 N. Cahuenga Development, June 11, 2020, p. 7 (Appendix IS-2 of this Initial Study).

comply with the plan review and permitting requirements of LADBS, including the recommendations provided in a final, site-specific Geotechnical Evaluation subject to review and approval by LADBS. As discussed in the Geotechnical Evaluation, while the Project Site is subject to strong ground shaking in the event of an earthquake, this hazard is common in Southern California and the effects of ground shaking can be addressed by proper engineering design and construction in conformance with current building codes and engineering practices. Therefore, the Project would not exacerbate existing ground shaking impacts that would result in the risk of loss, injury, or death. Impacts related to strong seismic ground shaking would be less than significant, and no mitigation measures are required. No further analysis of this topic in an EIR is required.

iii. Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction potential is greatest where the groundwater level is shallow, and submerged loose, fine sands occur within a depth of about 50 feet or less. Liquefaction potential decreases as grain size and clay and gravel content increase. As ground acceleration and shaking duration increase during an earthquake, liquefaction potential increases. The Project Site is not located within an area identified by the City of Los Angeles, County of Los Angeles, or California Geological Survey as having a potential for liquefaction.[48,49] Groundwater was encountered in prior exploratory borings on adjacent property to the east at depths of 61 and 63 feet as seepage in 1962. The deposits at these depths are late Pleistocene age and are dense. Therefore, the liquefaction potential for the Project Site is considered low. Therefore, the Project would not exacerbate any existing liquefaction hazards that would result in the risk of loss, injury, or death. Impacts associated with liquefaction would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

iv. Landslides?

No 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 characterized by relatively flat topography. The Geotechnical Evaluation prepared for the Project and included as Appendix IS-2 of this Initial Study confirms that the relatively flat topography at the Project Site precludes both stability problems and the potential for lurching. In addition, the Project Site is not located in a landslide area as mapped by the State of California.[50] Furthermore, the Project Site is not mapped as a landslide area by the City of Los Angeles.[51,52] The Project Site would remain flat and would not cause landslides. Therefore, the Project would not exacerbate existing conditions that would directly or indirectly cause

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48 Wood Engineering, Report of Geotechnical Evaluation—Proposed 1520 N. Cahuenga Development, June 11, 2020, p. 12 (Appendix IS-2 of this Initial Study).

49 City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report for APNs 5546012009, 5546012004, 5546012005, 5546012006, and 5546012002, http://zimas.lacity.org/, accessed June 1, 2020.

50 California Geological Survey, Earthquake Zones of Required Investigation, https://maps.conservation.ca.gov/cgs/EQZApp/app/, accessed June 18, 2020.

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

52 City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report for APNs 5546012009, 5546012004, 5546012005, 5546012006, and 5546012002, http://zimas.lacity.org/, accessed June 1, 2020.

substantial adverse effects, including the risk of loss, injury, or death involving landslides. As such, no impact would occur. No further analysis of this topic in the EIR is required.

b. Would the Project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. As discussed in Section 3, Project Description, of this Initial Study, the Project Site is currently fully developed with buildings and surface parking. As such, there are currently no open spaces with exposed topsoil. However, development of the Project would require grading, excavation, and other construction activities that have the potential to disturb existing soils underneath the Project Site and expose these soils to rainfall and wind during construction, thereby potentially resulting in soil erosion. This potential would be reduced by implementation of standard erosion controls imposed during site preparation and grading activities. Specifically, all grading activities would require grading permits from the LADBS, which would include requirements and standards designed to limit potential effects associated with erosion to acceptable levels. In addition, on-site grading and site preparation would comply with all applicable provisions of Chapter IX, Article 1 of the LAMC, which addresses grading, excavations, and fills. Furthermore, during operation, the Project would be required to comply with the City's Low Impact Development (LID) ordinance and implement standard erosion controls to limit stormwater runoff, which can contribute to erosion. These LID BMPs would include capture and use and/or biofiltration system BMPs as established by the LID Manual. The installed BMP systems would be designed with an internal bypass overflow system to prevent upstream flooding during major storm events. Therefore, with compliance with applicable regulatory requirements, impacts regarding soil erosion or the loss of topsoil would be less than significant, and no mitigation measures are required. No further analysis of this topic in an EIR is required.

c. Would the Project be located on a geologic unit 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?

Less Than Significant Impact. As discussed above, the Project Site is not located near slopes or geologic features that would result in or exacerbate on- or off-site landsliding. Therefore, no impacts related to landslides would occur, and no mitigation measures are required.

Liquefaction-related effects include lateral spreading. As summarized above and discussed in detail in the Geotechnical Evaluation, the Project Site is not susceptible to liquefaction and would not potentially result in or exacerbate lateral spreading. Impacts related to liquefaction and lateral spreading would be less than significant, and no mitigation measures are required.

Subsidence generally occurs when a large portion of land is displaced vertically, usually due to the withdrawal of groundwater, oil, or natural gas. No large scale extraction of groundwater, gas, oil or geothermal energy is occurring or planned at the Project Site or in the general vicinity of the Project Site. Therefore, there is minimal to no potential for ground subsidence due to withdrawal of fluid or gas at the Project Site. Thus, as concluded in the Geotechnical Evaluation, the potential for subsidence is considered low, impacts related to subsidence would be less than significant, and no mitigation measures are required.

Collapsible soils consist of loose, dry, low-density materials that collapse and compact under the addition of water or excessive loading. Soil collapse occurs when the land surface is saturated at depths greater

than those reached by typical rain events. According to the Geotechnical Evaluation and Geotechnical Addendum, the soils underlying the Project Site indicate medium dense to very dense silty sands, clayey sand and sandy clay. Due to the type and density of the soils underlying the Project Site, the Project Site soils would not be considered collapsible soils. Therefore, the Project Site is not 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 collapse. Impacts associated with collapsible soils would be less than significant, and no mitigation measures are required.

Based on the above, the Project would not exacerbate hazardous conditions associated with an unstable geologic unit or soil. Impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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

Less Than Significant Impact. Expansive soils are typically associated with clayey soils that have the potential to shrink and swell with repeated cycles of wetting and drying. As discussed in the Geotechnical Evaluation, the alluvial soils at the Project Site are anticipated to be predominately sands with lesser silts and clay and, hence, to be primarily of low expansion potential. However, moderately expansive soils could be locally present. If expansive soils are identified during geotechnical design reports, their impact would be addressed using standard geotechnical design practices (i.e., removal and replacement with non-expansive engineered fill, the use of soil improvement techniques, such as lime treatment, or by obtaining foundation support below the zone of seasonal moisture variation). Furthermore, construction of the Project would be required to comply with the current California Building Code and supplemental requirements of the LAMC, as enforced by the City of Los Angeles through the building permit process. These requirements would include building foundation and other requirements appropriate to site-specific conditions that would be provided in accordance with the design-level Geotechnical Evaluation required by the City. Therefore, with implementation of the recommendations set forth in the Geotechnical Evaluation into the design of the Project, the Project would not exacerbate existing environmental conditions that could create substantial risk to life or property due to expansive soils. Impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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

No Impact. The Project Site is located within a community served by existing wastewater 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.

f. Would the Project 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. As provided in Appendix IS-3 of this Initial Study, according to the paleontological resources records search conducted for the Project by the Los Angeles County Natural History Museum, no vertebrate fossil localities lie directly within the Project Site boundaries. However, according to the records search, vertebrate fossil localities have been discovered nearby from the same sedimentary deposits that occur in the Project area. As such, potential impacts to paleontological resources will be addressed further in the Draft EIR.

With regard to a unique geologic feature, the Project Site is currently developed with low rise buildings and surface parking. There are no unique geologic features on the Project Site. Therefore, the Project would not directly or indirectly destroy a unique geologic feature. No impacts would occur, and no mitigation measures are required. No further evaluation of potential impacts to unique geologic features in an EIR is required

VIII. GREENHOUSE GAS EMISSIONS

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

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

Potentially Significant Impact. Greenhouse gases are compounds in Earth's atmosphere that play a critical role in determining the Earth's surface temperature. 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, could result in greenhouse gas emissions that may have a significant impact on the environment. Therefore, the EIR will provide further analysis of the Project's greenhouse gas emissions.

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

Potentially Significant Impact. 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 [AB] 32 and the City of Los Angeles Green Building Code).

IX. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 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 or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

The following analysis is based, in part, on the *Phase I Environmental Site Assessment for Space 15 Twenty, 1520–1542 North Cahuenga Boulevard and 1535 Ivar Avenue* (Phase I ESA) prepared for the Project by Ramboll US Corporation, dated May 2018. All specific information on historic and existing on-site conditions in the discussion below is from this report unless otherwise noted. This report is included as Appendix IS-4 of this Initial Study.

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

Less Than Significant Impact.

Construction

Typical of construction activities for development projects, during demolition, excavation, on-site grading, and building construction, hazardous materials such as fuel and oils associated with construction equipment, as well as coatings, paints, adhesives, and cleaners would be routinely used on the Project Site. However, all potentially hazardous materials used during construction of the Project would be used and disposed of in accordance with manufacturers' specifications and instructions, thereby reducing the risk of hazardous materials use. In addition, the Project would comply with all applicable federal, state, and local requirements concerning the use, storage, and management of hazardous materials, including, but not limited to the Emergency Planning and Community Right-to-Know Act (Superfund Amendments and Reauthorization Act, Title III), California's Hazardous Materials Release Response Plans and Inventory Law, Unified Hazardous Waste and Hazardous Materials Management Regulatory Program, Federal and California Occupational Safety and Health Acts, Safe Drinking Water and Toxic Enforcement Act, and California Radiation Control Regulations. These existing regulations are aimed at the amount of hazardous materials used, accident prevention, protection from exposure to specific chemicals, and the proper storage and disposal of hazardous materials. Any associated risk would be adequately reduced to a less than significant level through compliance with these standards and regulations. Consequently, Project construction activities would not create a significant hazard to the public or the environment through the use of hazardous materials during construction. Therefore, impacts related to the routine transport, use, or disposal of hazardous materials during construction would be less than significant, and no mitigation measures are required. No further analysis of this topic in an EIR is required.

Operation

Operation of the Project would involve the routine use of small quantities of potentially hazardous materials typical of those used in residential and commercial uses, including cleaning products, paints, and those used for maintenance of landscaping. Such use would be consistent with that currently occurring at other nearby residential and commercial developments. In addition, as with Project construction, all hazardous materials used on the Project Site during operation would be used, stored, and disposed of in accordance with manufacturer's standards and all applicable federal, State, and local requirements, such as Federal Resource Conservation and Recovery Act and California Hazardous Waste Control Law and Federal Occupational Safety and Health Act and California Occupational Safety and Health Act. Therefore, with compliance with manufacturer's standards and all applicable local, state, and federal laws and regulations relating to environmental protection and the management of hazardous materials, impacts associated with the routine transport, use, or disposal of hazardous materials during operation of the Project would be less than significant. No mitigation measures are required. No further evaluation of this topic in an EIR is required.

b. Would the Project 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 current and past land uses within the Project Site were identified as part of the Phase I ESA to assess their potential to present concerns relative to the presence of hazards within the Project Site. These concerns are classified as Recognized Environmental Conditions (RECs), which are defined in Section 1.1.1 of the ASTM Standard Practice as the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, past release, or material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property.

As discussed in the Phase I ESA, by 1907, the Project Site was developed with commercial/light industrial and residential uses. The southern portion of the Project Site was occupied by buildings related to horse boarding and related operations and the northern portion of the Project Site contained residential dwellings. From approximately the 1910s through the 1960s a number of light industrial operations were conducted at the Project Site, including auto repair, machine shop, printing shops, blueprint shop, and glass glazing. From the 1970s through present, the Project Site has been used for various commercial uses including recording studios, and salon, retail and restaurant uses. Based on Assessor records, the majority of the existing buildings within the Project Site were constructed in the 1920s and 1930s.

An analysis of the potential risk of upset conditions associated with the historic, existing and proposed use of the Project Site is provided below.

Risk of Upset from RECs and Other Site Conditions

The Phase I did not identify any RECs in connection with the Project Site. The Phase I identified the potential presence of lead-impacted soil and the potential migration of contamination from off-site properties. However, these were not determined to be RECs. Specifically, the Phase I determined that based on historic and 2017 soil samples, any lead-impacted areas would be localized and would not represent a significant environmental concern at the Project Site. In addition, if any off-site releases of contamination have occurred on adjacent or upgradient properties, such releases do not present a vapor intrusion concern to current site occupants based on the results of the shallow soil vapor survey completed in 2017. Furthermore, in the event that contaminated soils are encountered during construction, or construction occurs in areas of potential contamination, the nature and extent of the contamination would be determined and appropriate handling, disposal, and/or treatment would be implemented in accordance with applicable regulatory requirements, including SCAQMD Rule 1166.[53,54] Therefore, the Project would not exacerbate risk of upset and accident conditions associated with RECs or soil contamination

[53] SCAQMD Rule 1166 sets requirements to control the emission of Volatile Organic Compounds (VOC) from excavating, grading, handling and treating VOC-contaminated soil as a result of leakage from storage or transfer operations, accidental spillage, or other deposition.

[54] South Coast Air Quality Management District. Rules and Compliance, Rule 1166, www.aqmd.gov/docs/default-source/rule-book/reg-xi/rule-1166.pdf?sfvrsn=4, accessed June 3, 2020.

Underground and Aboveground Storage Tanks

According to the Phase I ESA, no evidence of existing underground storage tanks (USTs) were observed on the Project Site. In addition, no other records were found that indicate the presence of any USTs within the areas proposed for construction. In the unlikely event that USTs are found, they would be removed in accordance with regulatory requirements. Specifically, if USTs are encountered, prior to removal, applicable permits would be obtained from the City of Los Angeles Fire Department (LAFD). Based on the Phase I ESA, an aboveground storage tank (AST) comprised of an approximately 100-gallon tank for waste cooking oil and grease associated with the existing restaurant use is stored on concrete in the southern exterior portion of the Project Site. The contents are removed once per week by a grease recycler. No evidence of staining or past releases from the tank were observed at the time of the site visit and no environmental hazards are associated with the AST. It is possible that a future restaurant may also include an AST for cooking oil or grease. However, like the existing restaurant, the AST would be operated and maintained in accordance with manufacturer's specifications. The Project does not propose the installation of other USTs or ASTs as part of its operation.

Based on the above, the Project would not exacerbate hazardous conditions related to risk of upset associated with exposure to USTs or ASTs.

Asbestos-Containing Materials

Asbestos was widely used in the building industry starting in the late 1800s and up until the late 1970s for a variety of uses, including acoustic and thermal insulation and fireproofing, and is often found in ceiling and floor tiles, linoleum, pipes, structural beams, and asphalt. Thus, a building, structure, surface asphalt driveway, or parking lot constructed prior to 1979 could contain asbestos or Asbestos Containing Materials (ACMs). Based on the age of the on-site buildings ACMs may be present on-site. Thus, in accordance with SCAQMD Rule 1403, the Project Applicant would be required to conduct a comprehensive asbestos survey prior to demolition, subject to approval by LADBS. The on-site buildings would not be demolished as part of the Project; however, in the event that ACMs are found within areas proposed for demolition (i.e., within the Project Site's existing surface parking areas), suspect materials would be removed by a certified asbestos abatement contractor in accordance with applicable regulations. With compliance with relevant regulations and requirements, Project construction activities would not expose people to a substantial risk resulting from the release of asbestos fibers into the environment. Therefore, the Project would not exacerbate environmental hazards related to risk of upset associated exposure of people to ACMs.

Lead-Based Paint

Lead is a naturally occurring element and heavy metal that was widely used as a major ingredient in most interior and exterior oil-based paints prior to 1950. Lead compounds continued to be used as corrosion inhibitors, pigments, and drying agents from the early 1950s to 1972, when the Consumer Products Safety Commission specified limits on lead content in such products. Based on the age of the on-site buildings, lead-based paint (LBP) may be present on-site. The on-site buildings would not be demolished. In the event that LBP is found within areas proposed for demolition (i.e., within the Project Site's existing surface parking areas that include paint), suspect materials would be removed in accordance with procedural requirements and regulations for the proper removal and disposal of LBP prior to demolition activities, including standard handling and disposal practices pursuant to OSHA regulations. Example procedural requirements include the use of respiratory protection devices while

handling lead-containing materials, containment of lead or materials containing lead on the Project Site or at locations where construction activities are performed, and certification of all consultants and contractors conducting activities involving LBP or lead hazards. Therefore, the Project would not exacerbate environmental hazards associated with exposure of people to a substantial risk resulting from the release of LBP into the environment.

Polychlorinated Biphenyls

Typical sources of polychlorinated biphenyls (PCBs) include electrical transformer cooling oils, fluorescent light fixture ballasts, and hydraulic oil. In 1976, the USEPA banned the manufacture and sale of PCB-containing transformers. In the event that PCBs are found within areas proposed for demolition (i.e., within the Project Site's existing surface parking areas), suspect materials would be removed in accordance with all applicable federal, state, and local regulations, such as the Toxic Substances Control Act and California Hazardous Waste Control Law. Therefore, the Project would not exacerbate reasonably foreseeable upset and accident conditions associated with PCBs.

Oil Wells and Methane

A review of the State of California Geologic Energy Management Division (CalGEM) Well Finder determined that the Project Site does not contain any oil wells.[55] Based on the City's General Plan Safety Element, the Project Site is not located within an oil field or oil drilling area in the City.[56] The Project Site is also not found to be located within a designated Methane Zone or Methane Buffer Zone mapped by the City.[57] Therefore, the Project would not exacerbate environmental hazards relative to oil wells or methane.

Based on the above, the Project would not create a significant hazard to the public or the environment through exacerbation of reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Impacts would be less than significant, and no mitigation measures are required. No further analysis of this topic in an EIR is required.

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

Less Than Significant Impact. There are no schools located within a 0.25-mile radius of the Project Site. The nearest school is Selma Avenue Elementary located approximately 0.3 mile northwest of the Project Site. As discussed above, the types and amounts of hazardous materials that would be used in connection with construction of the Project would be typical of those used during construction of residential and commercial developments and would include vehicle fuels, paints, oils, and transmission fluids. Similarly, the types and amounts of hazardous materials used during operation of the proposed residential and commercial uses would be typical of such developments and would include cleaning

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55 CalGEM GIS, https://maps.conservation.ca.gov/doggr/wellfinder/#openModal/-118.32935/34.09866/19, accessed June 3, 2020.

56 Los Angeles General Plan Safety Element, November 1996, Exhibit E, Oil Field & Oil Drilling Areas, p. 55.

57 City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report for APNs 5546012009, 5546012004, 5546012005, 5546012006, and 5546012002, http://zimas.lacity.org/, accessed June 1, 2020.

solvents, pesticides for landscaping, painting supplies, and petroleum products. Furthermore, all materials used during both the construction and operation of the Project would be used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations including, but not limited to, federal and State Occupational Safety and Health Act requirements, and would not create a significant hazard to nearby schools. The Project would not involve the use, handling or disposal of acutely hazardous materials, substances, or waste. As such, impacts associated with hazards within a one-quarter mile of an existing school would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

d. Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would 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 multiple agencies including the Department of Toxic Substances Control (DTSC), the State Water Resources Control Board (SWRCB), and CalEPA. The Project Site is not identified on the standard environmental government lists researched as part of the Phase I Report, including those compiled pursuant to Government Code Section 65962.5. The nearest listed contaminated site to the Project Site is directly south of the Project Site at 6409 Sunset Boulevard (approximately 300 feet south of the portion of the Project Site to be developed), which is a former gas station that underwent remediation and cleanup under regulatory oversight resulting in a closure action in 1996. While unlikely, any remaining contamination would be localized and unlikely to migrate at significant levels onto the Project Site. Additionally, this location is located in the presumed downgradient direction from the Project Site, which further reduces the potential for any migration onto the Project Site. Thus, this closed site does not appear to represent a significant concern to the Project Site. In addition, the Project Site is located adjacent to a number of properties listed on the EDR Historic Dry Cleaner and Historic Gas Stations databases. The properties listed are not listed on any other databases indicative of a release and based on available information, there is no indication that contamination from the properties has migrated to the Project Site. Additionally, if any releases have occurred on adjacent or upgradient properties that may migrate to the Project Site, such releases do not present a vapor intrusion concern to current Site occupants based on the results of a shallow soil vapor survey performed in September 2017. Based on the above, the Project would not have the potential to exacerbate current environmental conditions related to listing on a hazardous materials site. Impacts would be less than significant, and no mitigation measures are required. No further analysis of this topic in the EIR is required.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise 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 airport planning area. The nearest airport is the Hollywood Burbank Airport located approximately 6.8 miles north of the Project Site. Given the distance between the Project Site and this airport, the Project would not have the potential to exacerbate current environmental conditions that would result in a safety hazard or excessive noise. Therefore, no impact would occur. No further analysis of this topic in the EIR is required.

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

Less Than Significant Impact. According to the City's General Plan Safety Element, the nearest disaster routes to the Project Site are the US-101, which is approximately 0.5 mile north of the Project Site, and Santa Monica Boulevard, which is approximately 0.55 mile south of the Project Site.[58,59] While it is expected that the majority of construction activities for the Project would be confined to the Project Site, limited off-site construction activities may occur in adjacent street rights-of-way during certain periods of the day, which could potentially require temporary lane closures. However, if lane closures are necessary, the remaining travel lanes would be maintained in accordance with standard construction management plans that would be implemented to ensure adequate circulation and emergency access.

Operation of the Project would generate traffic in the Project vicinity and would result in some modifications to site access. However, the Project would comply with LAFD access requirements and would not impede emergency access within the Project vicinity.

Therefore, the Project would not cause an impediment along the City's designated disaster routes or impair the implementation of the City's emergency response plan. Impacts related to the implementation of the City's emergency response plan would be less than significant. No further analysis of this topic in the EIR is required.

g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. The Project Site is located in an urbanized area without wildlands in its vicinity. The Project Site is not located within a City-designated Very High Fire Hazard Severity Zone[60] or a City-designated fire buffer zone.[61] Furthermore, the Project would be developed in accordance with LAMC requirements pertaining to fire safety. In particular, Section 57.106.5.2 of the LAMC provides that the Fire Chief shall have the authority to require drawings, plans, and sketches as necessary to identify access points, fire suppression devices and systems, utility controls, and stairwells; Section 57.118 of the LAMC establishes LAFD's fire/life safety plan review and LAFD's fire/life safety inspection for new construction projects; and Section 57.507.3.1 establishes fire water flow standards. In addition, the proposed residential and commercial uses would not create a fire hazard that has the potential to exacerbate the current environmental condition relative to wildfires. Therefore, the Project would not expose people or structures, directly or indirectly, to a significant risk of loss, injury, or death as a result of exposure to wildland fires, and, as such, no impact would occur. No impact would occur and no further analysis of this topic in the EIR is required.

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58 Los Angeles General Plan Safety Element, November 1996, Exhibit H, Critical Facilities and Lifeline Systems, p. 61.

59 County of Los Angeles Department of Public Works, Disaster Route Maps, City of Los Angeles Central Area, August 2008.

60 City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report for APNs 5546012009, 5546012004, 5546012005, 5546012006, and 5546012002, http://zimas.lacity.org/, accessed June 1, 2020.

61 City of Los Angeles General Plan Safety Element, November 1996, Exhibit D, Selected Wildfire Hazard Areas, p. 53.

X. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☒	☐
iii. 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; or	☐	☐	☒	☐
iv. impede or redirect flood flows?	☐	☐	☐	☒
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

The following analysis is based, in part, on the *Artisan Hollywood Project Technical Report: Water Resources* (Hydrology Report) prepared for the Project by KPFF Consulting Engineers, dated June 17, 2020 and included as Appendix IS-5 of this Initial Study.

a. Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact. As discussed below, the Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.

Surface Water Quality

Construction

During Project construction, particularly during the grading phase, 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 also occur. As Project construction would disturb less than one acre of soil, the Project would not be required to file a Stormwater Pollution Prevention Plan (SWPPP) with the State, but would be required by the City of Los Angeles to put in place an erosion control plan (Local SWPPP) for the full duration of Project construction activities. The Local SWPPP will consist of construction Best Management Practices (BMPs) including, but not limited to, sand bag barriers, inlet protection, regular street sweeping, controlled entrance/exit with rumble plates, dust control, and designated staging areas for materials and equipment. The Local SWPPP will be implemented when construction commences, prior to site clearing and grubbing or demolition activities. In addition, 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.

Construction activities for the Project would include demolition of an at-grade parking lot and excavation to a depth of 50 feet below ground surface. As provided in the Geotechnical Evaluation included as Appendix IS-2 of this Initial Study, the historically highest groundwater level is 60 to 80 feet below ground surface. Thus, Project construction activities are not expected to encounter groundwater which could require dewatering. Nonetheless, if groundwater is encountered during construction, temporary pumps and filtration would be utilized in compliance with all relevant National Pollutant Discharge Elimination System (NPDES) requirements related to construction and discharges from dewatering operations. Furthermore, if dewatering is required, the treatment and disposal of the dewatered water would occur in accordance with the Los Angeles Regional Water Quality Control Board (LARWQCB) Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties.

With the implementation of site-specific BMPs included as part of the Local SWPPP required to comply with the City grading permit regulations, the Project would significantly reduce or eliminate the discharge of potential pollutants from the stormwater runoff. Therefore, with compliance with NPDES requirements and City grading regulations, construction of the Project would not violate any water quality standard or waste discharge requirements or otherwise substantially degrade surface water quality. Furthermore, construction of the Project would not result in discharges that would cause regulatory standards to be violated. Thus, temporary construction-related impacts on surface water quality would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

Operation

Under the City's Low Impact Development (LID) Ordinance, post-construction stormwater runoff from new projects must be infiltrated, evapotranspirated, captured and used, and/or treated through high efficiency BMPs on-site for the volume of water produced by the greater of the 85th percentile storm event or the 0.75-inch storm event (i.e., "first flush"). Consistent with LID requirements to reduce the quantity and improve the quality of rainfall runoff that leaves the Project Site, the Project would include the installation of capture and use and/or biofiltration system BMPs as established by the LID Manual. The installed BMP systems would be designed with an internal bypass overflow system to prevent upstream flooding during major storm events. As the majority of potential contaminants are anticipated to be contained within the "first flush" storm event, major storms are not anticipated to cause an exceedance of regulatory standards.

As is typical of most urban existing uses and proposed developments, stormwater runoff from the Project Site has the potential to introduce pollutants into the stormwater system. Anticipated and potential pollutants generated by the Project are sediment, nutrients, pesticides, metals, pathogens, and oil and grease. The implementation of BMPs required by the City's LID Ordinance would target these pollutants that could potentially be carried in stormwater runoff. Furthermore, operation of the Project would not result in discharges that would cause regulatory standards to be violated. The existing site is approximately 100-percent impervious and consists of buildings, paved surface lots, and minimal landscape areas. Implementation of the Project would decrease the impervious surfaces to approximately 87-percent. As discussed in the Hydrology Report, a catch basin is located at the southern end of the valley gutter, which collects and discharges the stormwater under the public sidewalk to the curb face with no means of treatment. However, the Project will manage stormwater flows to drains, which would be directed to the on-site storage tank or filtration planter, which would control stormwater runoff with no increase in runoff resulting from the Project. Therefore, with the incorporation of such LID BMPs, operation of the Project would not result in discharges that would violate any surface water quality standards or waste discharge requirements. Impacts to surface water quality during 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.

Groundwater Quality

Construction

As discussed above, based on the historically highest groundwater level and depth of proposed excavation, Project construction activities are not expected to encounter groundwater and temporary dewatering is not anticipated. In the event groundwater is encountered during construction, temporary pumps and filtration would be utilized in compliance with all applicable NPDES requirements. In addition, as there are no groundwater production wells or supply wells within one mile of the Project Site, construction activities would not be anticipated to affect existing wells.

During on-site grading and building construction, hazardous materials, such as fuels, paints, solvents, and concrete additives could be used and would therefore require proper management and disposal. Management of any resultant hazardous wastes would decrease the opportunity for hazardous materials releases into groundwater. Compliance with all applicable federal, State, and local requirements concerning the handling, storage and disposal of hazardous waste, such as the Local SWPPP, would reduce the potential for the construction of the Project to release contaminants into groundwater.

Based on the above, construction of the Project would not result in discharges that would violate any groundwater quality standard or waste discharge requirements. Therefore, construction-related impacts on groundwater quality would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

Operation

Operational activities from a development project that could affect groundwater quality are typically spills of hazardous materials and leaking USTs. Surface spills from the handling of hazardous materials most often involve small quantities and are cleaned up in a timely manner, thereby resulting in little threat to groundwater. Other types of risks such as leaking underground storage tanks have a greater potential to affect groundwater. However, as discussed above, the Project would not include any new USTs that would have the potential to expose groundwater to contaminants. In addition, while the development of new building facilities would increase the use of on-site hazardous materials as described above, compliance with all applicable existing regulations at the Project Site regarding the handling and potentially required cleanup of hazardous materials would prevent the Project from affecting or expanding any potential areas of contamination, increasing the level of contamination, or causing regulatory water quality standards at an existing production well to be violated, as defined in the California Code of Regulations, Title 22, Division 4, Chapter 15 and the Safe Drinking Water Act. Furthermore, as described above, operation of the Project would not require extraction from the groundwater supply based on the depth of excavation for the proposed uses and the depth of groundwater below the Project Site. The Project also does not include the installation or operation of water wells, or any extraction or recharge system.

Therefore, the Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade ground water quality. The Project's potential impact on groundwater quality during operation would be less than significant, and no mitigation measures are required. No further analysis of this topic in an EIR is required.

b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less Than Significant Impact. As provided by the following analysis, the Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin.

Construction

No water supply wells are located at the Project Site or within one mile of the Project Site that could be impacted by construction, nor would the Project include the construction of water supply wells. Development of the Project would include excavations to a maximum depth of 50 feet below ground surface. As provided in the Geotechnical Evaluation included in Appendix IS-2 of this Initial Study, historical groundwater levels are approximately 60 to 80 feet below ground surface. Therefore, dewatering is not anticipated during construction activities for the Project. However, if dewatering is required, due to the limited and temporary nature of dewatering operations, impacts to groundwater supplies and management of the basin would not be considered significant. Furthermore, the Project Site

is virtually 100-percent impervious in the existing condition and there is minimal groundwater recharge potential. Therefore, construction of the Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin. Impacts on groundwater supplies during construction of the Project would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

Operation

As previously discussed, the Project Site is currently approximately 100 percent impervious. The Project would provide a considerable amount of landscaping and would be approximately 87-percent impervious at full buildout. Since the Project would reduce the imperviousness of the Project Site, the potential for groundwater recharge would be improved. Furthermore, the Project's BMPs would control stormwater runoff with no increase in runoff resulting from the Project. Also, the Project would not include the installation of water supply wells and there are no existing wells or spreading ground within one mile of the Project Site. Therefore, the Project would not decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin. Impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. Result in substantial erosion or siltation on- or off-site;

Less Than Significant Impact. The Project Site is not crossed by any water courses or rivers. Construction activities for the Project would include demolition of the surface parking lot, excavating down approximately 50 feet for subterranean parking, building up of the structure, and constructing hardscape and landscape around the building. These activities have the potential to temporarily alter existing drainage patterns and flows on the Project Site by exposing underlying soils, modifying flow direction, and making the Project Site temporarily more permeable. Exposed and stockpiled soils could be subject to erosion and conveyance into nearby storm drains during storm events. In addition, on-site watering activities to reduce airborne dust could contribute to pollutant loading in runoff. However, as discussed above, the Project would implement an Local SWPPP that specifies BMPs and erosion control measures to be used during construction to manage runoff flows. These BMPs are designed to contain stormwater or construction watering on the Project Site such that runoff does not impact off-site drainage facilities or receiving waters. In addition, Project construction activities would occur in accordance with City grading permit regulations that require necessary measures, plans, and inspections to reduce sedimentation and erosion. Thus, through compliance with all NPDES General Construction Permit requirements and a Local SWPPP that include implementation of BMPs, as well as compliance with applicable City grading permit regulations, construction activities for the Project would not substantially alter the Project Site drainage patterns in a manner that would result in substantial erosion or siltation on- or off-site. As such, construction-related impacts to erosion and siltation would be less than significant, and no mitigation measures are required. No further analysis of this topic in an EIR is required.

As previously discussed, the Project Site is currently comprised of approximately 100-percent impervious surfaces under existing conditions. At buildout of the Project, the Project Site would be comprised of

approximately 87-percent impervious areas. Accordingly, similar to existing conditions, there would be a limited potential for erosion or siltation to occur from exposed soils or large expanses of pervious areas. In addition, the Project would include BMPs that would address drainage flows and would ensure that soil erosion does not occur. Therefore, the Project would not substantially alter the existing drainage pattern of the Project Site or surrounding area such that substantial erosion or siltation on-site or off-site would occur. Operational impacts erosion and siltation would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

ii. 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. As indicated above, there are no streams or rivers within or immediately surrounding the Project Site. Construction activities for the Project would involve removal of the existing structures and associated hardscape as well as the excavation and removal of soil. These activities have the potential to temporarily alter existing drainage patterns on the Project Site by exposing the underlying soils, modifying flow direction, and making the Project Site temporarily more permeable. As noted above, the Project would implement a Local SWPPP that specifies BMPs and erosion control measures to be used during construction to manage runoff flows and prevent pollution. These BMPs and erosion control measures would contain and treat, as necessary, stormwater or construction watering on the Project Site so runoff does not impact off-site drainage facilities or receiving waters. Thus, through compliance with applicable City grading permit regulations, construction activities for the Project would not substantially alter the Project Site drainage patterns in a manner that would result in flooding on- or off-site. As such, construction-related impacts to flooding would be less than significant, and no mitigation measures are required. No further analysis of this topic in an EIR is required.

As previously discussed, the Project would result in a decrease in impervious surfaces. In addition, under the City's LID Ordinance, post-construction stormwater runoff from new projects must be infiltrated, evapotranspirated, captured and used, and/or treated through high efficiency BMPs on-site for the volume of water produced by the greater of the 85th percentile storm event or the 0.75-inch storm event (i.e., "first flush"). Consistent with LID requirements to reduce the quantity and improve the quality of rainfall runoff that leaves the Project Site, the Project would include the installation of capture and use and/or biofiltration system BMPs as established by the LID Manual. The installed BMP systems would be designed with an internal bypass overflow system to prevent upstream flooding during major storm events. Therefore, with implementation of BMPs the Project would not increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. Operational impacts to flooding would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

iii. 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; or

Less Than Significant Impact. As discussed above, the Project would result in a decrease in the imperviousness of the Project Site. As detailed in the Hydrology and Water Quality Report, a comparison of the pre- and post-Project peak flow rates indicates a decrease in stormwater runoff from the Project Site. In addition, the Project Site currently does not have BMPs for the management of pollutants or runoff. The BMPs implemented as part of the Project would control stormwater runoff and ultimately reduce or eliminate the discharge of potential pollutants from stormwater runoff. Consequently, the Project

would decrease the amount of stormwater runoff discharging into the existing storm drainage infrastructure compared to existing conditions. In addition, the Project would not cause flooding during a 50-year storm event or result in a permanent adverse change to the movement of surface water on the Project Site. Therefore, the Project would not 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. Impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

iv. Impede or redirect flood flows?

No Impact. The Project Site is not located within a 100-year flood hazard area as mapped by the Federal Emergency Management Agency (FEMA) or by the City.[62,63] In addition, as discussed above, the Project would not cause flooding during a 50-year storm event or result in a permanent adverse change to the movement of surface water on the Project Site. Thus, the Project would not impede or redirect flood flows. No impacts would occur, and no mitigation measures are required. No further analysis of this topic in an EIR is required.

d. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

Less Than Significant Impact. As discussed above, the Project Site is not located within a 100-year flood hazard area as mapped by FEMA or by the City. In addition, the Safety Element of the City of Los Angeles General Plan does not map the Project Site as being located within a tsunami hazard area. Therefore, no tsunami or tsunami events would be expected to impact the Project Site. Additionally, there are no standing bodies of water near the Project Site that may experience a seiche.

Earthquake-induced flooding can result from the failure of dams or other water-retaining structures resulting from earthquakes. The Safety Element of the City of Los Angeles General Plan shows that the Project Site is located in the potential inundation area for the Hollywood Reservoir, which is held by the Mulholland Dam.[64] The Mulholland Dam is a Los Angeles Department of Water and Power (LADWP) dam located in the Hollywood Hills. The Mulholland Dam was built in 1924 and designed to 4,036-acre feet of water.[65,66] Dam safety regulations are the primary means of reducing damage or injury due to inundation occurring from dam failure. The Mulholland 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. Specifically, the California Division of Safety of Dams regulates the siting, design, construction, and periodic review of all dams in the State. In addition, LADWP operates the dams in in the Project Site area and mitigates the potential for over flow and seiche hazard through control of water levels and dam wall height. These measures include seismic retrofits and other related dam improvements completed under the

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62 Federal Emergency Management Agency, Flood Insurance Rate Maps, Panel Numbers 06037C1636G, effective December 21, 2018.

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

64 City of Los Angeles, Safety Element of the Los Angeles City General Plan, Exhibit G, November 26, 1996, p. 59.

65 California, Department of Water Resources, Division of Safety of Dams, Listing of Dams, Jurisdictional Dams Listed Alphabetically by Name, September 2019.

66 City of Los Angeles, 2018 Local Hazard Mitigation Plan, January 2018, Dam Failure, pp. 7-1–7-12.

requirements of the 1972 State Dam Safety Act. The City's Local Hazard Mitigation Plan, which was adopted in July 2011, provides a list of existing programs, proposed activities and specific projects that may assist the City in reducing risk and preventing loss of life and property damage from natural and human-cause hazards including dam failure. The Hazard Mitigation Plan evaluation of dam failure vulnerability classifies dam failure as a moderate risk. Given the oversight by the Division of Safety of Dams, including regular inspections, and the 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. Additionally, as discussed above, the Project would include new structural BMPs throughout the Project Site which would reduce the amount of pollutants entering the stormwater system and groundwater. Impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. Under Section 303(d) of the Clean Water Act, states are required to identify water bodies that do not meet their water quality standards. Biennially, the Los Angeles Regional Water Quality Control Board (LARWQCB) prepares a list of impaired waterbodies in the region, referred to as the 303(d) list. The 303(d) list outlines the impaired waterbody and the specific pollutant(s) for which it is impaired. All waterbodies on the 303(d) list are subject to the development of a Total Maximum Daily Load (TMDL). As discussed in the Hydrology Report, the Project Site is located within the Ballona Creek Watershed. According to the State Water Resources Control Board (SWRCB), constituents of concern listed for the Ballona Creek Watershed under California's Clean Water Act Section 303(d) List include cadmium (sediment), chlordane (tissue and sediment), copper (dissolved), cyanide, lead, PCBs, silver, toxicity, trash, viruses (enteric), and zinc.[67] Additional constituents of concern listed for the Ballona Creek Watershed according to the Final 2014/2016 California Integrated Report (Clean Water Act Section 303(d) List/305(b) Report) include dichlorodiphenyltrichloroethane (DDT), indicator bacteria, and polycyclic aromatic hydrocarbon (PAH).[68]

The County of Los Angeles, the City of Los Angeles, and all other cities in the Los Angeles Watershed are responsible for the implementation of watershed improvement plans or Enhanced Watershed Management Programs (EWMP) to improve water quality and assist in meeting the TMDL milestones.[69] The objective of the EWMP Plan for the Ballona Creek is to determine the network of control measures (often referred to as best management practices) that will achieve required pollutant reductions while also providing multiple benefits to the community and leveraging sustainable green infrastructure practices.

Potential pollutants generated by the Project would be typical of commercial and residential land uses and may include sediment, nutrients, pesticides, metals, pathogens, and oil and grease. The implementation of BMPs required by the City's LID Ordinance would target these pollutants that could potentially be

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67 California, State Water Resources Control Board, 2010 California 303(d) List of Water Quality Limited Segments, www.waterboards.ca.gov/water_issues/programs/tmdl/2010state_ir_reports/category5_report.shtml, accessed September 17, 2020.

68 California, State Water Resources Control Board, Final 2014/2016 California Integrated Report (Clean Water Act Section 303(d) List/305(b) Report, www.waterboards.ca.gov/water_issues/programs/tmdl/integrated2014_2016.shtml?wbid=CAR405130001998091814230 2, accessed October 16, 2020.

69 California, State Water Resources Control Board, Watershed Management Programs, www.waterboards.ca.gov/losangeles/water_issues/programs/stormwater/municipal/watershed_management/index.html, accessed September 17, 2020.

carried in stormwater runoff. Since the existing Project Site does not currently have any structural or LID BMPs to treat or infiltrate stormwater, implementation of the LID features proposed as part of the Project would result in an improvement in surface water quality runoff as compared to existing conditions. As such, the Project would not introduce new pollutants or an increase in pollutants that could conflict with or obstruct any water quality control plans for the Ballona Creek Watershed. With compliance with existing regulatory requirements and implementation of LID BMPs, the Project would not conflict with or obstruct implementation of a water quality control plan or a sustainable groundwater management plan. Impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

XI. LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	☐	☐	☒	☐
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☒	☐	☐	☐

a. Would the project physically divide an established community?

Less than Significant Impact. As discussed in Section 3, Project Description, of this Initial Study, the Project Site is bound by Selma Avenue to the north, Ivar Avenue to the east, existing development to the south, and Cahuenga Boulevard to the west. The Project Site is currently developed with six buildings and surface parking. The Project Site is within the Regional Center portion of the Hollywood Community Plan Area. The area surrounding the Project Site is developed primarily with a mix of low- to high-density residential, commercial, and mid-rise office buildings, which vary widely in building style and period of construction. Land uses immediately surrounding the Project Site include commercial and retail uses to the north, west, south, and east, as well as the Los Angeles Film School to the southeast across Ivar Avenue and a multi-family apartment building to the northeast across Ivar Avenue and Selma Avenue.

The Project would retain the existing six buildings containing 33,828 square feet of commercial uses and replace the surface parking within the Project Site with a single 25-story mixed-use building that would include 270 residential dwelling units (including 27 units restricted to Extremely Low Income households) and 6,790 square feet of commercial space. These uses would be consistent with other residential and commercial developments located adjacent to and in the general vicinity of the Project Site. All proposed development would also occur within the boundaries of the Project Site. In addition, the Project does not propose a freeway or other large infrastructure that could divide the existing surrounding community. Therefore, the Project would not physically divide an established community. Impacts related to the physical division of an established community would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Potentially Significant Impact. As discussed in Section 3, Project Description, of this Initial Study, the Project requires several discretionary approvals. The Project could potentially conflict with land use plans, policies or regulations that were adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, further evaluation of this topic in an EIR is required.

XII. MINERAL RESOURCES

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

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

No Impact. No mineral extraction operations currently occur on the Project Site. 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 the California Geologic Survey.[70,71,72] The Project Site is also not located within a City-designated oil field or oil drilling area.[73] 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.

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

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

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

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

72 City of Los Angeles, Conservation Element of the Los Angeles City General Plan, January 2001, Exhibit A, p. 86.

73 City of Los Angeles, Safety Element of the Los Angeles City General Plan, Exhibit E, November 26, 1996, p. 55.

XIII. NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐
c. For a project located within the vicinity of a private airstrip or 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?	☐	☐	☐	☒

a. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Potentially Significant Impact. 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, noise levels from on-site sources may 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. Would the project result in 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 and excavation, other clearing activities, the installation of building footings, and construction truck travel. As such, the Project would have the potential to generate excessive groundborne vibration and noise levels during short-term construction activities. Therefore, further evaluation of this topic will be provided in the EIR.

c. For a project located within the vicinity of a private airstrip or 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 the vicinity of a private airstrip. The closest private airstrip or airport is the Hollywood Burbank Airport, which is approximately 6.8 miles north of the Project Site. The Project Site is not located within 2 miles of an airport or within an area subject to an airport land use plan. Given the distance between the Project Site and the closest private airstrip and public airport, the Project would not have the potential to expose people that reside or work in the Project Area to excessive noise levels from these sources of noise. No impacts would occur. No further analysis of this topic in the EIR is required.

XIV. POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned 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 people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

a. Would the project induce substantial unplanned 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 includes the development of a new 25-story mixed-use building that would include 270 new residential units within the Project Site and 6,790 square feet of commercial space, and the retention of the six existing buildings onsite. The construction of new residential units would increase the residential population within the Project Site and vicinity.

The Southern California Association of Governments (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. With regard to future growth, SCAG's 2016–2040 RTP/SCS, provides population, housing, and employment projections for cities under its jurisdiction through 2040. The growth projections in the 2016–2040 RTP/SCS reflect the 2010 Census, employment data from the California Employment Development Department, population and household data from the California Department of Finance, and extensive input from local jurisdictions in SCAG's planning area. On September 3, 2020, SCAG's Regional Council approved the 2020–2045 RTP/SCS, which provides population, housing, and employment projections for cities under its jurisdiction through 2045. The growth projections in the 2020–2045 RTP/SCS reflects the 2017 American Community Survey, employment data from the California Employment Development Department, population, and household data from the California Department of Finance, and extensive

input from local jurisdictions in SCAG's planning area.[74] The Project Site is located in SCAG's City of Los Angeles Subregion.

According to SCAG's 2016–2040 RTP/SCS, the forecasted population for the City of Los Angeles Subregion in 2020 is approximately 4,063,757 persons.[75] As projected by the 2016–2040 RTP/SCS, the City of Los Angeles Subregion is anticipated to have a population of approximately 4,200,168 persons in 2025, the projected occupancy year of the Project,.[76] Therefore, the projected population growth between 2020 and 2025 is approximately 136,411 persons. Based on a household size factor of 2.41 persons per household and 270 units, the Project could generate a new residential population of approximately 651 residents.[77] The estimated 651 new residents generated by the Project would represent approximately 0.48 percent of the population growth forecasted by SCAG's 2016–2040 RTP/SCS in the City of Los Angeles Subregion between 2020 and 2025. The Project does not include the extension of roads or other infrastructure that would indirectly induce substantial population growth in the area. Therefore, the Project's residents would be well within SCAG's 2016–2040 population projection for the City of Los Angeles Subregion.

According to SCAG's 2020–2045 RTP/SCS, the forecasted population for the City of Los Angeles Subregion in 2020 is approximately 4,049,317 persons.[78] As projected by the 2020–2045 RTP/SCS, the City of Los Angeles Subregion is anticipated to have a population of approximately 4,193,714 persons in 2025, the projected occupancy year of the Project.[79] Therefore, the projected population growth between 2020 and 2025 is approximately 144,397 persons. Based on a household size factor of 2.41 persons per household and 270 units, the Project could generate a new residential population of approximately 651 residents.[80] The estimated 651 new residents generated by the Project would represent approximately 0.45 percent of the population growth forecasted by SCAG's 2020–2045 RTP/SCS in the City of Los Angeles Subregion between 2020 and 2025. The Project does not include the extension of roads or other infrastructure that would indirectly induce substantial population growth in the area. Therefore, the Project's residents would be well within SCAG's 2020–2045 population projection for the City of Los Angeles Subregion.

According to the 2016–2040 RTP/SCS, the forecasted number of households for the City of Los Angeles Subregion in 2020 is approximately 1,429,729 households.[81] As projected in the 2016–2040 RTP/SCS, the City of Los Angeles Subregion is anticipated to have approximately 1,494,871 households

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74 SCAG formally adopted the 2020–2045 RTP/SCS September 2020. However, the 2020–2045 RTP/SCS has not been formally adopted by the California Air Resources Board. As such, both SCAG's 2016–2040 RTP/SCS and 2020–2045 RTP/SCS are considered in this discussion.

75 Based on a linear interpolation of SCAG 2012–2040 data.

76 Based on a linear interpolation of SCAG 2012–2040 data.

77 Based on a household rate of 2.41 persons for multi-family units based on the 2018 American Community Survey 5-Year Average Estimates. Source: Jack Tsao, Data Analyst II, Los Angeles Department of City Planning, June 12, 2020.

78 Based on a linear interpolation of SCAG 2016–2045 data.

79 Based on a linear interpolation of SCAG 2016–2045 data.

80 Based on a household rate of 2.41 persons for multi-family units based on the 2018 American Community Survey 5-Year Average Estimates. Source: Jack Tsao, Data Analyst II, Los Angeles Department of City Planning, June 12, 2020.

81 Based on a linear interpolation of 2012–2040 data. SCAG forecasts "households," not housing units. As defined by the U.S. Census Bureau, "households" are equivalent to occupied housing units.

in 2025, the projected occupancy year of the Project.[82] Therefore, the projected household growth in the City between 2020 and 2025 is approximately 65,143 households. The Project's 270 residential households added by the Project would constitute approximately 0.41 percent of the housing growth forecasted between 2020 and 2025 by SCAG's 2016–2040 RTP/SCS. The Project would also assist the City in meeting its fair share of regional housing need, provide new housing opportunities, and conform to City and regional policies supporting higher density, compact, infill housing development in an area well-served by transit. Therefore, the Project's households would be well within SCAG's 2016–2040 household projection for the City of Los Angeles Subregion.

According to the 2020–2045 RTP/SCS, the forecasted number of households for the City of Los Angeles Subregion in 2020 is approximately 1,425,759 households.[83] As projected by the 2020–2045 RTP/SCS, the City of Los Angeles Subregion is anticipated to have approximately 1,499,207 households in 2025, the projected occupancy year of the Project.[84] Therefore, the projected household growth in the City between 2020 and 2025 is approximately 73,448 households. The Project's 270 residential households added by the Project would constitute approximately 0.37 percent of the housing growth forecasted between 2020 and 2025 by SCAG's 2020–2045 RTP/SCS. The Project would also assist the City in meeting its fair share of regional housing need, provide new housing opportunities, and conform to City and regional policies supporting higher density, compact, infill housing development in an area well-served by transit. Therefore, the Project's households would be well within SCAG's 2020–2045 household projection for the City of Los Angeles Subregion.

As previously mentioned, the Project would retain six existing buildings that comprise approximately 33,828 square feet of commercial uses. The Project would include the development of 6,790 square feet of new commercial uses, and would generate approximately 14 new employees based on employee generation rates developed by the Los Angeles Department of Transportation (LADOT).[85] According to the 2016–2040 RTP/SCS, the employment forecast for the City of Los Angeles Subregion in 2020 is approximately 1,827,100 employees.[86] As projected by the 2016–2040 RTP/SCS, the City of Los Angeles Subregion is anticipated to have approximately 1,912,600 employees in 2025, the projected occupancy year of the Project.[87] Therefore, the projected employment growth in the City between 2020 and 2025 is approximately 85,500 employees. Thus, the Project's estimated 14 new employees would constitute approximately 0.02 percent of the employment growth forecasted between 2020 and 2025.

According to the 2020–2045 RTP/SCS, the employment forecast for the City of Los Angeles Subregion in 2020 is approximately 1,887,969 employees.[88] As projected by the 2020–2045 RTP/SCS, the City of Los Angeles Subregion is anticipated to have approximately 1,937,555 employees in 2025, the projected

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82 Based on a linear interpolation of SCAG 2012–2040 data.

83 Based on a linear interpolation of 2016–2045 data. SCAG forecasts "households," not housing units. As defined by the U.S. Census Bureau, "households" are equivalent to occupied housing units.

84 Based on a linear interpolation of SCAG 2016–2045 data.

85 Los Angeles Department of Transportation (LADOT) and Los Angeles Department of City Planning (DCP), City of Los Angeles VMT Calculator Documentation, May 2020, Table 1. Based on the employee generation rate of 2 employees per 1,000 square foot for "General Retail."

86 Based on a linear interpolation of SCAG 2012–2040 data.

87 Based on a linear interpolation of SCAG 2012–2040 data.

88 Based on a linear interpolation of SCAG 2016–2045 data.

occupancy year of the Project.[89] Therefore, the projected employment growth in the City between 2020 and 2025 is approximately 49,586 employees. Thus, the Project's estimated 14 new employees would constitute approximately 0.03 percent of the employment growth forecasted between 2020 and 2025.

The provision of new jobs would constitute a small percentage of employment growth, would not be considered "unplanned growth" and would not produce such a high quantity of new jobs that it would have the possibility to induce unplanned residential growth. Therefore, the Project would not cause an exceedance of SCAG's employment projections or induce substantial indirect population or housing growth related to Project-generated employment opportunities.

As analyzed above, the net new population and housing that would be generated by the Project would be within SCAG's population and housing projections for the City of Los Angeles Subregion. Therefore, the Project would not induce substantial unplanned population or housing growth. Impacts related to population and housing would be less than significant. No further analysis of this topic in the EIR is required.

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

No Impact. The Project Site is currently developed with six commercial buildings and a surface parking lot. As no housing currently exists on the Project Site, the Project would not cause the displacement of any persons, housing, or require the construction of housing elsewhere. Therefore, no impacts related to displacement of people or housing would occur. No further analysis of this topic in the EIR is required.

XV. 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:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Fire protection?	☒	☐	☐	☐
b. Police protection?	☒	☐	☐	☐
c. Schools?	☐	☐	☒	☐
d. Parks?	☒	☐	☐	☐
e. Other public facilities?	☒	☐	☐	☐

[89] Based on a linear interpolation of SCAG 2016–2045 data.

a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services?

Potentially Significant Impact. The City of Los Angeles Fire Department (LAFD) provides fire protection and emergency medical services for the Project Site. The Project would increase the building square footage on-site and would introduce residential and commercial uses, which could result in the need for additional fire protection services. Therefore, further analysis of this issue will be included in the EIR.

b. Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection services?

Potentially Significant Impact. Police protection for the Project Site is provided by the City of Los Angeles Police Department. The Project would introduce new residential and commercial uses to the Project Site, which could result in the need for additional police services. Therefore, the EIR will provide further analysis of this issue.

c. Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for 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.[90] The Project Site is located in Local District–West.[91] The Project Site is currently served by one elementary school (Selma Avenue Elementary), one middle school (Hubert Howe Bancroft Middle School), and one high school (Hollywood Senior High).[92] The Project includes the construction of 270 residential units. Based on LAUSD Student Generation rates, the Project would result in approximately 68 elementary students, 68 middle school students, and 20 high school students in the project area, for a total of approximately 156 students.[93] As such, the Project would create new demand for capacity at the LAUSD schools that serve the Project Site. It should be noted, however, that this analysis does not include students who may enroll in private schools or participate in home-schooling. In addition, this analysis does not account for Project residents who may already reside in the school attendance boundaries and would move to the Project Site. Other LAUSD options that are not accounted for that may be available to Project-generated students include the following:

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90 Los Angeles Unified School District, Board of Education Districts Maps 2015–2016, http://achieve.lausd.net/Page/8652, accessed June 8, 2020.

91 Los Angeles Unified School District, Board of Education Local District—West Map, May 2015.

92 Los Angeles Unified School District, Residential School Identifier, http://rsi.lausd.net/ResidentSchoolIdentifier/, accessed June 8, 2020.

93 Los Angeles Unified School District, 2018 Developer Fee Justification Study, March 2018, Table 15.

- Open enrollment that enables students anywhere within the LAUSD to apply to any regular, grade-appropriate LAUSD school with designated open enrollment seats;

- Magnet schools and centers, which are open to qualified students in the LAUSD;

- The Permits With Transportation Program, which allows students to continue to go to the schools within the same feeder pattern of the school they were enrolled in from elementary through high school. The LAUSD provides transportation to all students enrolled in the Permits With Transportation Program regardless of where they live within the LAUSD;

- Intra-district parent employment-related transfer permits that allow students to enroll in a school that serves the attendance area where the student's parent is regularly employed if there is adequate capacity available at the school;

- Sibling permits that enable students to enroll in a school where a sibling is already enrolled; and

- Child care permits that allow students to enroll in a school that serves the attendance area where a younger sibling is cared for every day after school hours by a known child care agency, private organization, or a verifiable child care provider.

Pursuant to Senate Bill 50, the Applicant would be required to pay development fees for schools to LAUSD prior to the issuance of the Project's building permit. Pursuant to Government Code Section 65995, the payment of these fees fully addresses Project-related school impacts. Thus, the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities (i.e., schools), need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for schools. Therefore, the Project's impact on schools would be less than significant, and no mitigation measures are required. No further analysis of this issue in an EIR is required.

d. Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for park services?

Potentially Significant Impact. The development of residential uses as part of the Project would generate a new population at the Project Site that could utilize nearby public parks and/or recreational facilities. Thus, the EIR will provide further analysis of this issue

e. Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities?

Potentially Significant Impact. Other public facilities available include libraries. The Los Angeles Public Library (LAPL) provides library services to the City of Los Angeles through its Central Library, eight regional branch libraries, and 64 neighborhood branch libraries, as well as through web-based resources.

The new residential population generated by the Project may result in additional demand for library services provided by the Los Angeles Public Library (LAPL), possibly necessitating the construction of new libraries which could cause significant environmental impacts. Therefore, further analysis of this topic in the EIR is required to determine the Project's potential impacts on library services provided by the LAPL.

XVI. RECREATION

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

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

Potentially Significant Impact. As discussed above in Response Checklist Question XV.d, the new residential population associated with the Project could result in an increased demand for public parks and recreational facilities that serve the Project Site. Therefore, further analysis of this topic in the EIR is required to determine the Project's potential impacts on parks and recreational facilities provided by the City of Los Angeles.

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

Potentially Significant Impact. The Project includes approximately 30,918 square feet of open space throughout the Project Site, including a variety of open space and recreational amenities for Project residents and guests of residents. Open space amenities include an amenity deck with outdoor and indoor amenities such as a fitness center, outdoor kitchen, pool, and spa on the fourth level of the building, as well as a rooftop deck at the 25th level with a pool, spa, landscaping, and seating. The potential environmental impacts associated with construction of these facilities are analyzed throughout this Initial Study and will be further analyzed in the EIR for those topics where impacts could be potentially significant as part of the overall Project.

XVII. TRANSPORTATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☒	☐	☐	☐
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☒	☐	☐	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☒	☐	☐	☐
d. Result in inadequate emergency access?	☐	☐	☒	☐

a. Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Potentially Significant Impact. 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. In addition, operation of the proposed uses would generate vehicle and transit trips throughout the day. The resulting increase in the use of the area's transportation facilities could conflict with an applicable plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. Therefore, further analysis of this issue will be provided in the EIR.

b. Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Potentially Significant Impact. SB 743, which went into effect in January 2014, requires the Governor's Office of Planning and Research to change the way public agencies evaluate transportation impacts of projects under CEQA. Under SB 743, the focus of transportation analysis has shifted from driver delay, which is typically measured by traffic level of service (LOS), to a new measurement that better addresses the State's goals on reduction of greenhouse gas emissions, creation of multi-modal transportation, and promotion of mixed-use developments. CEQA Guidelines Section 15064.3 states that vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts, replacing LOS.

On July 30, 2019, the City of Los Angeles adopted the CEQA Transportation Analysis Update, which sets forth the revised thresholds of significance for evaluating transportation impacts as well as screening and evaluation criteria for determining impacts. The CEQA Transportation Analysis Update establishes VMT as the City's formal method of evaluating a project's transportation impacts. In conjunction with this update, LADOT adopted its *Transportation Assessment Guidelines* (July 2019, and updated July 2020),

which defines the methodology for analyzing a project's transportation impacts in accordance with SB 743.

The Project would develop new residential and commercial uses on the Project Site. As a result, VMT would increase over existing conditions. Therefore, further analysis of this issue will be provided in the EIR.

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

Potentially Significant Impact. The Project would not introduce hazards due to incompatible uses such as farm equipment. However, the Project would include new access improvements to the Project Site. As such further analysis of this issue will be provided in the EIR.

d. Would the project result in inadequate emergency access?

Less Than Significant Impact. According to the Safety Element of the City of Los Angeles General Plan, the nearest disaster routes to the Project Site are the US-101, which is approximately 0.5 mile north of the Project Site, and Santa Monica Boulevard, which is approximately 0.55 mile south of the Project Site. While it is expected that the majority of construction activities for the Project would primarily be confined on-site, limited off-site construction activities, such as traffic control and flagging, may occur in adjacent street rights-of-way during certain periods of the day, which could potentially require temporary lane closures. However, if lane closures are necessary, the remaining travel lanes would be maintained in accordance with standard management plans required by LADOT that would be implemented to ensure adequate circulation and emergency access along the Project Site would be maintained. With regard to operation, the Project does not propose the permanent closure of any local public streets and primary access to the Project Site would continue to be provided from Ivar Avenue. In addition, the Project would comply with Los Angeles Fire Department (LAFD) access requirements and applicable LAFD regulations regarding safety. Furthermore, LAMC Section 57.118 establishes LAFD's fire/life safety plan review and LAFD's fire/life safety inspection for new construction projects. The Project would comply with these requirements of the Fire Code, as applicable. Therefore, the Project would not result in inadequate emergency access to the Project Site or surrounding uses. Impacts regarding inadequate emergency access would be less than significant, and no mitigation measures are required. No further analysis of this topic in an EIR is required.

XVIII. TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☒	☐	☐	☐
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☒	☐	☐	☐

a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k)?

b. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Potentially Significant Impact. Assembly Bill (AB) 52 established 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, which is part of the CEQA statute. As specified in AB 52, a lead agency 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 noted above, the Project would require excavations up to approximately 50 feet below grade. Therefore, the potential exists for the Project to significantly impact a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American Tribe. In

compliance with AB 52, the City will notify all applicable tribes, and the City will participate in any requested consultations for the Project. Further analysis of this topic will be provided in the EIR.

XIX. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☒	☐	☐	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☒	☐	☐	☐
c. 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?	☐	☐	☒	☐
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

a. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Potentially Significant Impact. Water, wastewater, electric power, natural gas, and telecommunication systems consist of two components, the source of the supply or place of treatment (for wastewater), 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, electricity, and natural gas demand, further analysis of these topics in an EIR will be provided.

With regard to wastewater, as discussed in the Utility Infrastructure Technical Report: Wastewater (Wastewater Report) prepared by KPFF Consulting Engineers in June 2020, the Project Site lies within

the Hyperion Service Area served by the Hyperion Sanitary Sewer System and the Hyperion Treatment Plant. The existing design capacity of the Hyperion Service Area is approximately 580 million gallons per day (mgd) and the existing average daily flow for the system is approximately 300 mgd. As such, the remaining treatment capacity of the Hyperion Service Area is 280 mgd.

As shown in Table 2 on page 81, based on sewage generation factors established by the City Department of Public Works, Bureau of Sanitation's (LASAN), the Project would generate a net of approximately 79,929 gallons of wastewater per day, or approximately 0.08 mgd, upon completion. The Project's average daily wastewater flow of 0.08 mgd would represent approximately 0.03 percent of the current 280 mgd available capacity of the Hyperion Service Area. Furthermore, as stated in the Request for Wastewater Services Information (WWSI) for the Project included as part of the Wastewater Report included as Appendix IS-6, LASAN confirms the Hyperion Reclamation Plant, where the Project's wastewater flows would be directed to, has sufficient capacity for the Project. Therefore, Project-generated wastewater would be accommodated by the existing water treatment system.

Wastewater infrastructure serving the Project Site includes an 8-inch sewer line in Selma Avenue and a 12-inch sewer line in Ivar Avenue. The existing capacity of the 8-inch sewer line in Selma Avenue is approximately 0.38 cubic feet per second (cfs) (517,018 gallons per day) and the existing capacity of the 12-inch sewer line in Ivar Avenue is approximately 5.09 cfs (3.28 MGD). Assuming that half of the sewer generation from the Project will go to each street, this generation would result in approximately 7.69 percent of the pipe's capacity in Selma Avenue, and 1.21 percent of the pipe's capacity in Ivar Avenue. The City has confirmed that available capacity may be available in the Request for Wastewater Services Information (WWSI) for the Project included as part of the Wastewater Report included as Appendix IS-6. Additionally, as also provided in the WWSI, if the public sewer lacks sufficient capacity, the Applicant would be required to construct expanded sewer lines to a point in the sewer system with sufficient capacity. As such, impacts on wastewater infrastructure are less than significant.

Sewer service for the Project would be provided utilizing new or existing on-site sewer connections to the existing sewer mains adjacent to the Project Site. Installation of wastewater infrastructure would be limited to on-site wastewater distribution and minor off-site work associated with connections to the public main. Although no upgrades to the public main are anticipated, minor off-site work is required to connect to the public main. Therefore, a construction management plan would be implemented to reduce any temporary pedestrian and traffic impacts during construction, including maintaining two lanes of travel and ensuring safe and emergency vehicle access. Project-related sanitary sewer connections and on-site infrastructure would be designed and constructed in accordance with applicable City and California Plumbing Code standards. As such, impacts on wastewater infrastructure during construction would be less than significant.

With regard to stormwater drainage, as discussed above in Checklist Section X, Hydrology and Water Quality, the Project's overall percentage of impervious area is expected to decrease compared to the current condition of the Project Site. In addition, BMPs would be implemented to control runoff. Therefore, there would be no incremental increase in runoff volumes. As such, the Project would not create runoff which would exceed the capacity of existing or planned drainage systems.

Table 2
Estimated Project Wastewater Generation

Land Use	No. of Units/ Floor Area	Wastewater Generation Factor (gpd/unit)[a]	Total Wastewater Generation (gpd)
Existing to Be Removed			
Surface Parking Lot	0 sf	N/A	0
Total Existing to Be Removed			**0**
Proposed			
Apartment: Bachelor	92 du	75/du	6,900
Apartment: 1 Bed	93 du	110/du	10,230
Apartment: 2 Bed	75 du	150/du	11,250
Apartment: 3 Bed	10 du	190/du	1,900
Lounge[b]	21,817 sf	50/kgsf	1,091
Gym	1,869 sf	200/kgsf	374
Pool[c]	5,465 cu	7.48 gal/cu	40,878
Health Spa	532 sf	650/kgsf	346
Bar	250 sf	720/kgsf	180
Restaurant: Full Service	226 seats[d]	30/seat	6,780
Subtotal Wastewater Generation			**79,929**
Less Existing to be Removed			0
Net Wastewater Generation (Proposed – Existing to Be Removed)			**79,929**

cu = cubic feet
du = dwelling units
gal = gallons
kgsf = 1,000 gross square feet
sf = square feet

[a] *Based on sewage generation rates provided by the City of Los Angeles Bureau of Sanitation (2012).*

[b] *Lounge was used for all Project amenity spaces that do not have a designation as specified in the City of Los Angeles Bureau of Sanitation Sewer Generation Factors.*

[c] *Pool volume obtained from Architectural Floor Plan. Includes pools located on levels 4 and 25.*

[d] *Assumes 30 square feet per person.*

Source: KPFF Consulting Engineers, 2020.

With regard to telecommunication facilities, the Project would require construction of new or extension of existing on-site telecommunications infrastructure to serve the proposed residential and commercial uses. Construction impacts associated with the installation of telecommunications infrastructure would primarily involve trenching in order to place the lines below surface. When considering impacts resulting from the installation of any required telecommunications infrastructure, all impacts are of a relatively short duration and would cease to occur when installation is complete. Installation of new telecommunications

infrastructure would be limited to on-site telecommunications distribution and minor off-site work associated with connections to the public system. No upgrades to off-site telecommunications systems are anticipated. Any work that may affect services to the existing telecommunications lines would be coordinated with service providers.

Based on the above, the Project would not require or result in the relocation or construction of new or expanded wastewater treatment, stormwater drainage, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. As such, impacts would be less than significant, and no mitigation measures are required. No further analysis of these topics in an EIR is required.

Given the Project's increase in the amount of developed floor area on the Project Site and the potential corresponding increase in water, electricity, and natural gas demand, further analysis of these topics in an EIR will be provided.

b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Potentially Significant Impact. LADWP supplies water to the Project Site. Given the Project's increase in the amount of developed floor area on the Project Site, the Project has the potential to result in an increased demand for water provided by LADWP. Therefore, further analysis of this issue will be provided in the EIR.

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

Less Than Significant Impact. As discussed above in Response to Checklist Question XIX.a, the Project would generate approximately 79,929 gallons per day of wastewater during operation. Wastewater generated by the Project would be conveyed via the existing wastewater conveyance systems for treatment within the Hyperion Service Area, which currently has a remaining capacity of 280 mgd. As discussed above, the Hyperion Service Area would have sufficient capacity to accommodate the Project. Therefore, the Project would not result in a determination by the wastewater treatment provider that serves the Project Site that it does not have adequate capacity to serve the Project. As such, the Project's impact on the wastewater treatment provider would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

d. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact. While LASAN generally provides waste collection services to single-family and some small multi-family developments, private haulers permitted by the City provide waste collection services for most multi-family residential and commercial developments within the City. Solid waste transported by both public and private haulers is either recycled, reused, or transformed at a waste-to-energy facility, or disposed of at a landfill. Landfills within the County are categorized as either Class III or inert waste landfills. Non-hazardous municipal solid waste is disposed of in Class III landfills,

while inert waste such as construction waste, yard trimmings, and earth-like waste are disposed of in inert waste landfills.[94] Nine Class III landfills and one inert waste landfill with solid waste facility permits are currently serving the County.[95] In addition, there is one solid waste transformation facility within Los Angeles County that converts, combusts, or otherwise processes solid waste for the purpose of energy recovery.

Based on the 2018 Countywide Integrated Waste Management Plan (CoIWMP) Annual Report, the most recent report available, the total remaining permitted Class III landfill capacity in the County is estimated at 163.39 million tons. The permitted inert waste landfill serving the County is the Azusa Land Reclamation facility. This facility has 57.72 million tons of remaining capacity and an average daily in-County disposal rate of 1,148 tons per day.[96] Los Angeles County continually evaluates landfill disposal needs and capacity through preparation of the CoIWMP Annual Reports. Within each annual report, future landfill disposal needs over the next 15-year planning horizon are addressed in part by determining the available landfill capacity.[97]

The 2018 CoIWMP Annual Report evaluated seven scenarios to increase capacity and determined that the County would be able to meet the disposal needs of all jurisdictions through the 15-year planning period with existing capacity under six of the seven scenarios. The 2018 CoIWMP Annual Report concluded that in order to maintain adequate disposal capacity, individual jurisdictions must continue to pursue strategies to maximize waste reduction and recycling, expand existing landfills, promote and develop alternative technologies, expand transfer and processing infrastructure, and use out of county disposal, including waste by rail. 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.[98] The City of Los Angeles is currently diverting 76.4 percent of its waste from landfills.[99] The City has adopted the goal of achieving 90 percent diversion by 2025, and zero waste by 2030.

The following analysis quantifies the Project's construction and operation solid waste generation.

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94 Inert waste is waste which is neither chemically or biologically reactive and will not decompose. Examples of this are sand and concrete.

95 County of Los Angeles, Department of Public Works, Los Angeles County Integrated Waste Management Plan 2018 Annual Report, December 2019. The 9 Class III landfills serving the County include the Antelope Valley Landfill, the Burbank Landfill, the Calabasas Landfill, Chiquita Canyon Landfill, Lancaster Landfill, Pebbly Beach Landfill, Savage Canyon Landfill, the Scholl Canyon Landfill, and the Sunshine Canyon City and County Landfill. Azusa Land Reclamation is the only permitted Inert Waste Landfill in the County that has a full solid waste facility permit.

96 County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2018 Annual Report, December 2019.

97 County of Los Angeles, Department of Public Works. Los Angeles County Integrated Waste Management Plan 2018 Annual Report, December 2019.

98 City of Los Angeles, Solid Waste Integrated Resource Plan FAQ; www.zerowaste.lacity.org/files/info/fact_sheet/SWIRPFAQS.pdf, accessed May 7, 2020.

99 LASAN, Recycling, www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-r?_adf.ctrl-state=alxbkb91s_4&_afrLoop=18850686489149411#!, accessed May 7, 2020.

Construction

The Project Site is currently improved with existing commercial buildings that have a floor area of 33,828 square feet as well as existing surface parking. To provide for the proposed improvements, the Project would replace the surface parking within the Project Site with a new 25-story high-rise building with 270 residential dwelling units (260,378 square feet of residential floor area) and 6,790 square feet of ground floor commercial space. When including the existing buildings to be retained, the Project would result in an overall 300,996-square foot project. As shown in Table 3 on page 86, based on construction and debris rates established by the USEPA, it is anticipated that construction of the Project would generate approximately 1,360 tons of construction debris.

Pursuant to the requirements of Senate Bill 1374, the Project would implement a construction waste management plan to recycle and/or salvage a minimum of 75 percent of non-hazardous demolition and construction debris. Furthermore, pursuant to LAMC Sections 66.32 through 66.32.5 (Ordinance No. 181,519), the Project's construction contractor would be required to deliver all remaining construction and demolition waste generated by the Project to a certified construction and demolition waste processing facility. Thus, although the total diversion rate may ultimately exceed 75 percent, this analysis conservatively assumes a diversion rate of 75 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.

As shown in Table 3, after accounting for mandatory recycling, the Project would result in approximately 340 tons of construction-related waste in the County's permitted inert landfill (i.e., Azusa Land Reclamation Landfill) throughout the construction period. This amount of construction and debris waste would represent approximately 0.001 percent of the Azusa Land Reclamation Landfill's existing remaining disposal capacity of 57.72 million tons. Thus, the total amount of construction and demolition waste generated by the Project would represent a small fraction of the remaining capacity at this permitted inert landfill serving Los Angeles County. Given the remaining permitted capacity at the Azusa Land Reclamation facility as well as the remaining 163.39 million tons of capacity at 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 4 on page 87, upon full buildout, the Project would result in a net increase in solid waste generation of 644 tons per year. 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 Assembly Bill 341, which requires California commercial enterprises and public entities that generate four cubic yards or more per week of waste, and multi-family housing with five or more units, to adopt recycling practices. Likewise, the analysis does not include implementation of the City's Zero Waste Plan, which is expected to result in a reduction of landfill disposal Citywide with a goal of reaching a Citywide recycling rate of 90 percent by the year 2025.[100] The estimated annual net increase in solid waste that would be generated by the Project of 644 tons represents approximately 0.0004 percent of

[100] City of Los Angeles, Solid Waste Integrated Resource Plan FAQ; www.zerowaste.lacity.org/files/info/fact_sheet/SWIRPFAQS.pdf, accessed May 7, 2020.

Table 3
Project Construction Waste Generation

Building	Size (sf)	Generation Rate (lbs/sf)[a,b]	Total (tons)[b]
Demolition Waste			
Surface Parking	32,129 sf	48.33[c]	776
Construction Waste			
Residential (270 du)	260,378	4.38	570
Commercial	6,790	3.89	13
Construction Waste Subtotal			*583*
Total for Demolition and Construction Waste			***1,360***
Total After 75-Percent Recycling			**340**

du = dwelling units

lbs/sf = pounds per square feet

[a] *U.S. Environmental Protection Agency, Report No. EPA530-98-010, Characterization of Building-Related Construction and Demolition Debris in the United States, June 1998, Table 3, Table 4 and Table 6. Generation rates used in this analysis are based on an average of individual rates assigned to specific building types.*

[b] *Used conversion of 1 ton = 2,000 pounds. Numbers have been rounded and may not add up exactly.*

[c] *National Asphalt Pavement Association, How to Determine Quantities, January 2017. Assumes a four inch thick asphalt and an asphalt density of 145 pounds per cubic foot.*

Source: Eyestone Environmental, 2020.

the remaining capacity (163.39 million tons) for the County's Class III landfills open to the City of Los Angeles.[101]

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. As previously discussed, CoIWMP annual reports are prepared to address landfill capacity and providing sufficient lead time (15 years) to address potential future shortfalls in landfill capacity. Jurisdictions in the County of Los Angeles continue to implement and enhance the waste reduction, recycling, special waste, and public education programs identified in their respective planning directives. These efforts, together with countywide and regional programs implemented by the County and the cities, acting in concert or independently, have achieved significant, measurable results, as documented in the 2018 Annual Report. The Project would be consistent with and would further City policies that reduce landfill waste streams. Such policies and programs serve to implement the strategies outlined in the 2018 Annual Report to adequately meet countywide disposal needs through 2033 without capacity shortages. Therefore, impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in the EIR is required.

[101] (644 tons per year/163.39 million tons) x 100 ≈ 0.0004%

Table 4
Estimated Project Solid Waste Generation

Building	Size	Employee Generation Rate per sf[a]	Estimated No. of Employees	Solid Waste Generation Rate[b]	Total Generation (tons/year)
Existing to Be Removed					
Surface Parking Lot	N/A	N/A	N/A	N/A	0
Total Existing to Be Removed					**0**
Proposed					
Residential	270 du	N/A	N/A	2.23 tons/du/yr	602
Commercial	6,790 sf	0.002	14	2.98 tons/emp/yr	42
Total with Implementation of Project					**644**
Total Net Increase (Proposed – Existing to Be Removed)					**644**

du = dwelling units

emp = employees

sf = square feet

[a] *Employee Generation Rates from Los Angeles Department of Transportation and Los Angeles Department of City Planning, City of Los Angeles VMT Calculator Documentation, Table 1, May 2020.*

[b] *Residential solid waste generation factor based on a rate of 12.23 pounds per household per day (or 2.23 tons per household per year), pursuant to the L.A. CEQA Thresholds Guide.*

[c] *Non-residential yearly solid waste generation factors from LASAN City Waste Characterization and Quantification Study, Table 4, July 2002. Assumes rate of 2.98 ton per employee per year (Retail—Restaurants) for restaurant use.*

Source: Eyestone Environmental, 2020.

e. Would the project comply with federal, state, and local management and reduction 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. In addition, AB 1327 provided for the development of the California Solid Waste Reuse and Recycling Access Act of 1991, which requires the adoption of an ordinance by any local agency governing the provision of adequate areas for the collection and loading of recyclable materials in development projects. Furthermore, AB 341, which became effective on July 1, 2012, requires businesses and public entities that generate 4 cubic 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 Los Angeles 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 plan also calls for reductions in the quantity and environmental impacts of residue material disposed in landfills. In October 2014, Governor Jerry Brown signed AB 1826, requiring businesses to recycle their organic waste[102] on and after April 1, 2016, depending on the amount of waste generated per week. Specifically, beginning April 1, 2016, businesses that generate eight cubic yards of organic waste per week were required to arrange for organic waste recycling services. In addition, beginning January 1, 2017, businesses that generate four cubic yards of organic waste per week were required to arrange for organic waste recycling services.

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 an on-site recycling area or room of specified size.[103] The Project would also comply with AB 939, AB 341, AB 1826 and City waste diversion goals, as applicable, by providing clearly marked, source-sorted receptacles to facilitate recycling. Since the Project would comply with federal, State, and local solid waste management and reduction statutes and regulations , impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

XX. WILDFIRE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒

[102] Organic waste refers to food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste.

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

a. Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

b. Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c. Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

d. Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. The Project Site is located in an urbanized area, and there are no wildlands located in the vicinity of the Project Site. The Project Site is not located within a City-designated Very High Fire Hazard Severity Zone,[104] nor is it located within a City-designated fire buffer zone.[105] Therefore, the Project Site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. No impacts regarding wildfire risks would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

[104] City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report for APNs 5546012002, 5546012004, 5546012005, 5546012006, and 5546012009, http://zimas.lacity.org/, accessed October 29, 2019. The Very High Fire Hazard Severity Zone was first established in the City of Los Angeles in 1999 and replaced the older "Mountain Fire District" and "Buffer Zone" shown on Exhibit D of the Los Angeles General Plan Safety Element.

[105] City of Los Angeles, Safety Element of the Los Angeles City General Plan, November 26, 1996, Exhibit D, p. 53.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to substantially 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, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐
b. Does the project have impacts 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.)	☒	☐	☐	☐
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

a. Does the project have the potential to substantially 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, substantially 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 is located in a highly urbanized area and does not serve as habitat for fish or wildlife species. In addition, no sensitive plant or animal community or special status species occur on the Project Site. Therefore, the Project would not have the potential to substantially 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, substantially reduce the number or restrict the range of a rare or endangered plant or animal community.

As discussed above, further evaluation of the Project's potential impacts on cultural resources will be included in an EIR.

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

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

Potentially Significant Impact. 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 in 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: air quality; cultural resources; energy; geology and soils (paleontological resources); greenhouse gas emissions; land use and planning; noise; public services (fire protection, police protection, parks, and libraries); recreation; transportation; tribal cultural resources; and utilities and service systems (water supply and infrastructure and energy infrastructure).

With regard to cumulative effects on agriculture and forest resources, biological resources, and mineral resources, no such resources are located on the Project Site or in the surrounding area. In addition, the Project would have no impact on these resources, and therefore could not combine with other projects to result in cumulative impacts. Therefore, cumulative impacts to agriculture and forest resources, biological resources, and mineral resources would be less than significant.

Due to the site-specific nature of geological conditions (geological features, subsurface features, etc.), geology and soils impacts are typically assessed on a project-by-project basis or for a particular localized area, rather than on a cumulative basis. Nonetheless, cumulative growth through the Project's anticipated build-out year would expose a greater number of people to seismic hazards. As with the Project, related projects and other future development projects would be subject to established guidelines and regulations pertaining to building design and seismic safety, including those set forth in the California Building Code and Los Angeles Building Code as well as site-specific geotechnical evaluations that would identify potential effects related to the underlying geologic and soil conditions for a particular related project site. Therefore, as with the Project, related projects and other future development would address site-specific geologic hazards through the implementation of site-specific geotechnical recommendations required by state and local regulations. Thus, Project impacts related to geology and soils would not be cumulatively considerable and would be less than significant. As noted above, the Project's potential impacts on paleontological resources will be addressed in the Draft EIR.

Due to their site-specific nature, hazards and hazardous materials impacts are typically assessed on a project-by-project basis. Therefore, as with the Project, related projects and other future development would address site-specific hazards through the implementation of site-specific recommendations and/or mitigation measures. In addition, as with the Project, all related development located in the vicinity of the Project Site would be subject to local, regional, State, and federal regulations pertaining to hazards and hazardous materials. As discussed in the Phase I, there are no RECs in connection to the Project Site, and it is unlikely for contamination from adjacent sites to migrate onto the Project Site. Therefore, with adherence to such regulations, the Project and related projects would not result in significant cumulative impacts with regard to hazards and hazardous materials. As such, the Project's contribution would not be cumulatively considerable, and cumulative impacts would be less than significant.

Related projects could potentially result in an increase in surface water runoff and contribute point and non-point source pollutants to nearby water bodies. However, as with the Project, related projects would

be subject to the City's LID requirements. In addition, construction projects greater than one acre would be subject to NPDES permit requirements, including development of a Stormwater Pollution Prevention Plan, Standard Urban Stormwater Mitigation Plan requirements during operation, and other local requirements pertaining to hydrology and surface water quality, while smaller construction projects would be subject to local erosion control regulations, including the requirement to prepare a Local SWPPP. It is anticipated that related projects would also be evaluated on an individual basis by City of Los Angeles Department of Public Works to determine appropriate BMPs and treatment measures to avoid significant impacts to hydrology and surface water quality. The Project would also increase permeability and improve runoff conditions compared to existing conditions. Thus, with implementation of standard regulatory requirements, Project impacts related to hydrology and water quality would not be cumulatively considerable and, cumulative impacts would be less than significant.

In terms of population and housing, the Project and several of the related projects would include residential uses that would directly generate a new population and provide additional housing in the vicinity of the Project site. It is anticipated that with the ongoing update of the Hollywood Community Plan, the potential population and housing growth in the area, including from related projects, would be considered. Furthermore, as discussed in the analysis above, the Project's increase in population and housing would be well within SCAG growth forecasts. The provision of additional housing in the City is also considered a beneficial effect. Specifically, additional housing in the vicinity of the Project Site would be infill and near public transit, which would be consistent with local and regional policy goals. In addition, as with the Project, related projects could generate an increased demand for housing in the area due to the relocation of housing by employees in proximity to their place of work. As with the Project, such demand for housing in the area would be anticipated to be limited as some employees may already live in the area and other employees may choose to commute. To the extent employees decide to relocate to the area, such demand for housing would be met by existing vacancies and by the Project and other related projects that include residential uses. With regard to the displacement of housing or people, while the Project would not displace any housing or people, other projects might displace existing housing and people residing in them. However, even if construction of replacement housing were required elsewhere, such developments would likely occur on infill sites within the City and the appropriate level of environmental review would be conducted to analyze the extent to which the related projects could cause significant environmental impacts. Overall, the Project's contribution would not be cumulatively considerable, and cumulative impacts related to population and housing would be less than significant.

With regard to public services such as schools, the development of related projects could increase the demand for these services and facilities. In the case of schools, the applicants for related projects would be required to pay school impact fees, which would offset any potential impact to schools associated with the related projects. Therefore, cumulative impacts related to schools would be less than significant.

Development of the related projects would result in an increase in the demand for sanitary sewer service in the Hyperion Service Area. Based on the Wastewater Report, sufficient infrastructure capacity is available to accommodate the Project. The LASAN has confirmed that adequate capacity may exist to serve the Project. Related projects connecting to the same sewer system are required to obtain a sewer connection permit and submit a Sewer Capacity Area Request (SCAR) to LASAN as part of the related project's development review. Capacity determination will be provided following the completion of the SCAR analysis for each project. If system upgrades are required as a result of a given project's additional flow, arrangements would be made between the related project and LASAN to construct the necessary improvements. As previously stated, based on information from LASAN, the existing design capacity of

the Hyperion Service Area is approximately 580 mgd and the existing average daily flow for the system is approximately 300 mgd. The estimated wastewater generation increase of 79,929 gpd associated with the Project comprises less than 0.03 percent of the available capacity in the system. Thus, it is expected that the related projects would also be well within the LASAN annual wastewater flow increase allotment.

Therefore, the Project and related projects would not result in significant cumulative impacts with respect to the wastewater conveyance or treatment systems. As such, the Project's contribution would not be cumulatively considerable, and cumulative impacts would be less than significant.

With regard to stormwater infrastructure, as with the Project, related projects would be required to comply with the requirements of the City's LID Ordinance. In accordance with the City's LID Ordinance, related projects would also implement BMPs to capture a specified amount of runoff within the Project Site and reduce the potential impact of increased runoff to existing drainage systems. The Project would increase permeability and improve runoff conditions compared to existing development, and thus would not combine with other development to result in adverse impacts. Therefore, the Project and related projects would not result in significant cumulative impacts with respect to stormwater infrastructure. As such, the Project's contribution would not be cumulatively considerable, and cumulative impacts would be less than significant.

As with the Project, the installation of any required telecommunications infrastructure associated with the related projects would occur during a relatively short duration and would be limited to on-site telecommunications distribution and minor off-site work associated with connections to the public system. Therefore, the Project and related projects would not result in significant cumulative impacts with respect to telecommunication infrastructure. As such, the Project's contribution would not be cumulatively considerable, and cumulative impacts would be less than significant.

With regard to solid waste, given the urbanized and built-out nature of most of the City, it is anticipated that other projects would similarly represent a minor percentage of the remaining capacity of the County's Class III landfills open to the City. Additionally, the demand for landfill capacity is continually evaluated by the County through preparation of the Countywide Integrated Waste Management Plan annual reports. Each annual Countywide Integrated Waste Management Plan report assesses future landfill disposal needs over a 15 year planning horizon. Based on the 2018 Countywide Integrated Waste Management Plan Annual Report, the County anticipates that future disposal needs can be adequately met for the next 15 years (i.e., 2033) with implementation of strategies to maximize waste reduction and recycling, expand existing landfills, promote and develop alternative technologies, expand transfer and processing infrastructure, and use of out of county disposal, including waste by rail. The preparation of each annual Countywide Integrated Waste Management Plan 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 solid waste would be less than significant.

As discussed above, the Project Site is located in an urbanized area, and there are no wildlands located in the vicinity of the Project Site. Therefore, the Project and related projects would not contribute to an increased wildfire risk. Moreover, the Project and related projects would be developed in accordance with LAMC requirements pertaining to fire safety. Specifically, Section 57.106.5.2 of the LAMC provides that the Fire Chief shall have the authority to require drawings, plans, and sketches as necessary to identify

access points, fire suppression devices and systems, utility controls, and stairwells; Section 57.118 of the LAMC establishes LAFD's fire/life safety plan review and inspection requirements for new construction projects; and Section 57.507.3.1 establishes fire water flow standards. Therefore, the Project and related projects would not result in significant cumulative impacts with respect to wildfire. As such, the Project's contribution would not be cumulatively considerable, and cumulative impacts would be less than significant.

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: air quality; cultural resources; geology and soils (paleontological resources); greenhouse gas emissions; energy infrastructure, land use and planning; noise; fire protection; police protection; parks; libraries; transportation; tribal cultural resources; and utilities and service systems (water supply and infrastructure and energy infrastructure). As a result, these potential effects will be analyzed further in the EIR.