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

INITIAL STUDY

6000 Hollywood Boulevard Project

Case Number: ENV-2022-6688-EIR

Project Location: 5950–6048 West Hollywood Boulevard, and 6037 West Carlton Way, Los Angeles, CA 90028

Community Plan Area: Hollywood

Council District: CD-13—Soto-Martinez

Project Description: The Project is a new mixed-use development that would include 342,643 square feet of residential uses (350 units), 136,000 square feet of commercial office uses, and 22,542 square feet of commercial uses, including 18,004 square feet of retail, 4,038 square feet of restaurant uses, and 500 square feet of support uses. The Project would remove 31,833 square feet of existing commercial uses and parking. The proposed uses would be provided within a 35-story residential building, a six-story office building, and 11 townhome style structures, which would all be atop a parking podium and be located within the Hollywood Lot. A four-story residential building with 46 residential units would be located within the Carlton Lot. The Project would include a total of 894 parking spaces within three subterranean parking levels. The Project would include a total of 42,602 square feet of open space, including 23,526 square feet of publicly accessible privately owned open space and 19,076 square feet of private open space. Upon completion, the Project would comprise a total floor area of 501,185 square feet with an overall FAR of 3.08:1.

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

PREPARED BY:
Eyestone Environmental, LLC

APPLICANT:
6000 Hollywood Boulevard Associates, LLC

May 2023

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1 INTRODUCTION

An application for the proposed 6000 Hollywood Boulevard 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 that the Project is subject to the California Environmental Quality Act (CEQA), and that the preparation of an Initial Study is required.

This Initial Study evaluates the potential environmental effects that could result from the construction, implementation, and operation of the 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 that 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 nor Mitigated Negative Declaration is appropriate, an EIR is normally required.[1]

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[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

(Footnote continued on next page)

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://opr.ca.gov/ceqa/guidelines/).

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 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

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(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.

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 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 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 a revision 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	**6000 Hollywood Boulevard**
ENVIRONMENTAL CASE NO.	ENV-2022-6688-EIR
RELATED CASES	ZA-2022-6687 -DB-CU-CUB-SPR-VHCA; VTT-83897-VHCA

PROJECT LOCATION	Los Angeles
COMMUNITY PLAN AREA	Hollywood
GENERAL PLAN DESIGNATION	Highway Oriented Commercial (Hollywood Lot) / High Medium Residential (Carlton Lot)
ZONING	C4-1-SN (Hollywood Lot)/[Q]R4-1VL (Carlton Lot)
COUNCIL DISTRICT	CD-13—Soto-Martinez

LEAD AGENCY	**City of Los Angeles**
CITY DEPARTMENT	Department of City Planning
STAFF CONTACT	Bob Babajian
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APPLICANT	6000 Hollywood Boulevard Associates, LLC
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PHONE NUMBER	(310) 788-2417

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

Bob Babajian, Planning Assistant
PRINTED NAME, TITLE

May 26, 2023
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

The 6000 Hollywood Boulevard Project (Project) is a new mixed-use development proposed on a 163,327-square-foot (3.75-acre) site comprised of nine lots south of Hollywood Boulevard (Hollywood Lot) and one adjoining lot along Carlton Way between Bronson Avenue to the east and Gower Street to the west (Carlton Lot). The Hollywood Lot is currently developed as an automotive dealership for Toyota, and includes a showroom, parts storage structure, auto repair facility with five service bays, and surface parking. The existing structures on the Hollywood Lot total approximately 31,833 square feet. The Carlton Lot contains surface parking. The Hollywood Lot and the Carlton Lot are collectively referred to herein as the Project Site. The Project Site is located in the Hollywood Community Plan area of the City of Los Angeles (City).

The Project would include 342,643 square feet of residential uses (350 units), 136,000 square feet of commercial office uses, and 22,542 square feet of commercial uses, including 18,004 square feet of retail, 4,038 square feet of restaurant uses, and 500 square feet of support uses. The Project would remove 31,833 square feet of existing commercial uses and parking. The proposed uses would be provided within a 35-story residential building, a six-story office building, and 11 townhome style structures, which would all be atop a parking podium and be located within the Hollywood Lot. A four-story residential building with 46 residential units would be located within the Carlton Lot. The Project would include a total of 894 parking spaces within three subterranean parking levels that would extend to a maximum depth of 30 to 40 feet. The Project would include a total of 42,602 square feet of open space, including 23,526 square feet of publicly accessible privately owned open space and 19,076 square feet of private open space. Upon completion, the Project would comprise a total floor area of 501,185 square feet with an overall FAR of 3.08:1.

3.2 ENVIRONMENTAL SETTING

3.2.1 Project Location

As shown in Figure 1 and Figure 2 on pages 8 and 9, the Project Site is generally bounded by Hollywood Boulevard to the north, Bronson Avenue to the east, Carlton Way to the south, and Gower Street to the west. The Project Site encompasses the following addresses: 5950, 5960, 5962, 6000, 6010, 6016, 6020, 6024, 6024½, 6030, 6038, 6044, and 6048 West Hollywood Boulevard and 6037 West Carlton Way within the Hollywood Community Plan Area of the City. The Project Site is located approximately 12 miles east of the Pacific Ocean.

Regional access to the Project Site is provided by Hollywood Boulevard located just north of the Project Site, Sunset Boulevard located south of the Project Site, and US-101, which is accessible within approximately 730 feet of the Project Site. Local access to the Project Site is provided by several local streets and avenues, including Gower Street and Bronson Avenue.

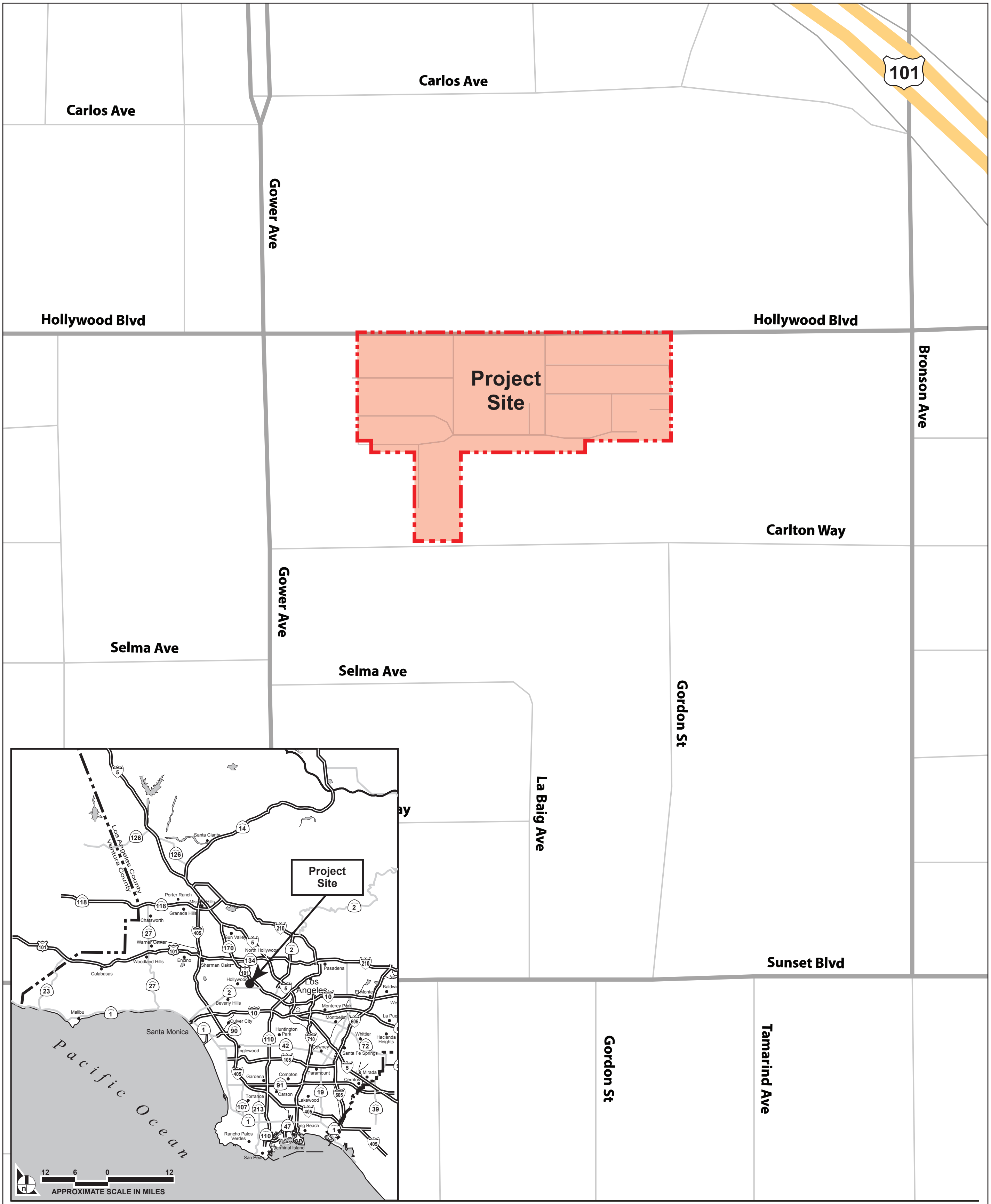

Figure 1

Project Location Map

Source: ArcGIS, 2023; Eyestone Environmental, 2023.

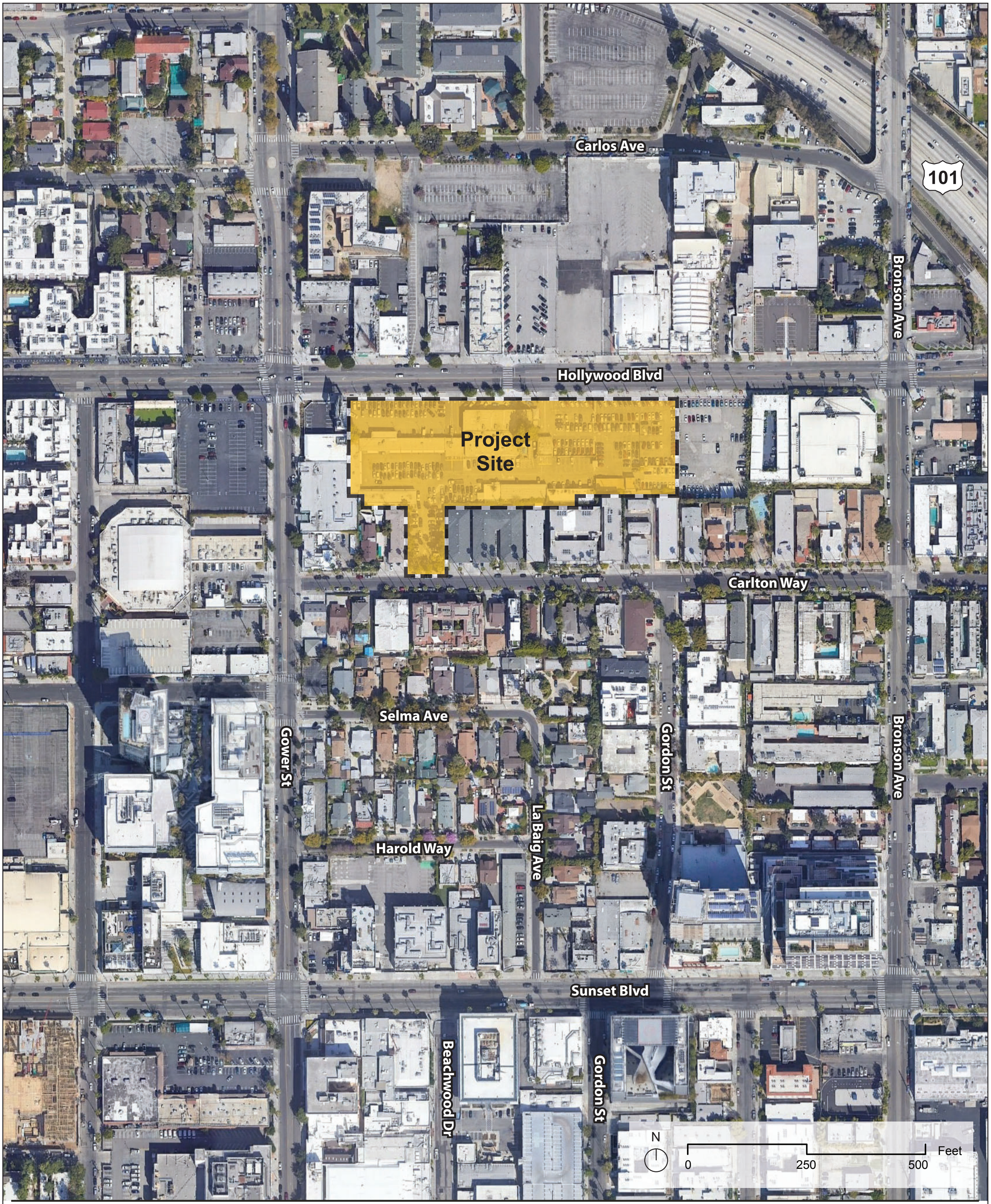

Figure 2
Aerial Photograph of the Project Vicinity

Source: Google Earth Pro, 2023; Eyestone Environmental, 2023.

3.2.2 Existing Conditions

The Project Site is currently occupied primarily by an automotive dealership for Toyota that includes a showroom, parts storage structure, auto repair facility with five service bays, and surface parking. The existing structures total approximately 31,833 square feet. Vehicular access to the Project Site is currently provided via driveways along Hollywood Boulevard and Carlton Way. Pedestrian access to the Hollywood Lot is currently provided along Hollywood Boulevard and Gower Street, and pedestrian access to the Carlton Lot is currently provided along Carlton Way.

Landscaping within the Project Site includes ornamental trees and landscaping. Based on the Tree Report included in Appendix IS-1 of this Initial Study, a total of 33 trees were identified within and surrounding the Project Site, including 15 on-site trees and 18 street trees. Street trees and trees within the Project Site consist of various non-native species, including one Chinese pistache, two pink trumpet trees, three Canary Island pine trees, three Indian laurel fig trees, three saucer magnolia trees, four southern magnolia trees, seven Mexican fan palm trees, and 10 evergreen pear trees. As discussed in the Tree Report, in order to describe tree size, the City's Planning Division considers any tree "significant" if it has a trunk diameter of eight inches or greater. Based on the Tree Report included in Appendix IS-1 of this Initial Study, the 15 on-site trees are considered "significant" as defined by the City's Planning Division based on their trunk diameter size of eight inches or greater. As determined in the Tree Report, none of the on-site or off-site trees are considered to be protected by the City of Los Angeles Protected Tree and Shrubs Ordinance No. 186,873.[2,3]

The Project Site is located within the Hollywood Community Plan area. The Hollywood Lot has a General Plan land use designation of Highway Oriented Commercial and is zoned C4-1-SN (Commercial zone, Height District 1, Hollywood Signage Supplemental Use District). Pursuant to the LAMC, the C4 Zone permits a wide array of land uses including commercial, office, residential, retail, and hotel uses. Height District 1, in conjunction with the C4 Zone, typically does not impose a maximum building height limitation and permits a maximum 1.5:1 FAR. The SN designation indicates that these parcels are located within the Hollywood Signage Supplemental Use District (HSSUD) and any signage proposed as part of the Project would be subject to its provisions and regulations.

The Carlton Lot has a General Plan land use designation of High Medium Residential and is zoned [Q]R4-1VL (Qualified Conditions, Multiple Dwelling zone, Height District 1 Very Limited). Pursuant to the LAMC, the R4 Zone permits any use permitted in the R3 Multiple Dwelling Zone, churches, childcare facilities or nursery schools, schools, museums or libraries, accessory uses and home occupations, retirement hotels, and accessory buildings. Height District 1 Very Limited imposes a maximum building height of 45 feet. The Q Condition limits density to one dwelling unit per 600 square feet of lot. (Ordinance No. 165,662.)

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[2] Carlberg Associates, Hollywood Toyota—6000 Hollywood Boulevard, Los Angeles, California 9028—City of Los Angeles Tree Report, May 24, 2022. See Appendix IS-1 of this Initial Study.

[3] Pursuant to the Ordinance No. 186,873 and as defined in LAMC Section 17.02, a protected tree or shrub includes any of the following Southern California indigenous tree species, which measure four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the tree, or any of the following Southern California indigenous shrub species, which measure four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the shrub: Oak tree; Southern California Black Walnut tree; Western Sycamore tree; California Bay tree; Mexican Elderberry shrub; and Toyon shrub.

The Project Site is also located within the boundaries of the Hollywood Redevelopment Plan, which establishes a base FAR limit of 3:1 for all development with a land use designation of Highway Oriented. The Project Site is also identified as being located in a Transit Priority Area (TPA), as defined by Senate Bill (SB) 743 and City Zoning Information File (ZI) 2452.[4] The Project Site is well served by a variety of public transit options along Hollywood Boulevard 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 (Red) Line, located approximately 0.3 mile west of the Project Site, and several Metro bus lines along Hollywood Boulevard as well as DASH Hollywood.

Additionally, per Assembly Bill (AB) 2097, the Project is not required to provide parking. Specifically, on September 22, 2022, AB 2097 was adopted by the State of California and subsequently added to California Government Code Section 65863.2. AB 2097 prohibits a public agency from imposing or enforcing any minimum automobile parking requirement on any residential, commercial, or other development project that is within one-half mile of a Major Transit Stop.

3.2.3 Surrounding Land Uses

The area surrounding the Project Site is highly urbanized and includes a mix of low- to mid-rise buildings containing a variety of uses, including a myriad of dining, entertainment, commercial, and residential uses. The surrounding properties are generally zoned for C4 commercial use or R4 multiple dwelling residential use, consistent with the zoning of the Project Site.

To the north of the Project Site, across Hollywood Boulevard, are several commercial uses in one- and two-story structures. Specifically, at the northeast corner of Hollywood Boulevard and Gower Street is a two-story strip mall centered around a surface parking lot that includes more than a dozen casual dining, convenience store, personal care, and other uses. Adjacent to the commercial strip mall is a two-story office building with surface parking that contains a social services group and nurse practitioner, among other uses. A one-story building that contains a recording studio is to the east of the office building, followed by a two-story night club that features electronic music concerts, then two large surface parking lots. To the east of the surface parking lots is another nightclub, Florentine Gardens LA, followed by a Salvation Army. To the immediate east of the Hollywood Lot is “Banana Bungalow Hollywood Hotel & Hostel,” a Tiki-inspired hostel with dorm rooms and activities. To the west is surface parking and two one-story commercial structures. The Carlton Way Pocket Park is also at the southeast corner of the Hollywood Lot.

South of the Hollywood Lot—and to the east and west of the Carlton Lot—are a series of multi-family apartment units, in which some commercial uses are mixed. Multi-family apartments are also across the street to the south of the Carlton Lot.

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[4] 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 impacts on the environment.” TPAs are areas within 0.5 mile of a major transit stop that are existing or planned. Thus, in accordance with SB 743 and the City’s Zoning Information (ZI) No. 2452, the Project’s aesthetic and parking impacts are not considered significant as a matter of law.

A wide range of iconic entertainment, cultural, and employment locations are within a half mile radius of the Project Site. These include the Hollywood Walk of Fame (approximately 225 feet), the Fonda Theater (approximately 350 feet), Amoeba Music (approximately 0.25 mile), the Capitol Records Building (approximately 0.4 mile). Netflix and the Sunset Bronson Studios are similarly close (approximately 0.25 mile).

3.3 DESCRIPTION OF PROJECT

3.3.1 Project Overview

As summarized below and in Table 1 on page 13, the Project would replace the existing automotive dealership and surface parking on the Project Site with a mixed-use development that will comprise 501,185 square feet of new residential, commercial, and retail floor area across multiple structures that would be integrated with public and private open space.[5] As shown in Figure 3 through Figure 8 on pages 14 through 19, the proposed uses would be provided within a six-story, 113-foot office and retail building (Building A, height of 120 feet with mechanical) along the northwest portion of the Project Site; a 35-story, 404-foot residential tower (Building B, height of 419 feet with mechanical) along the northeast portion of the Project Site that would contain 265 residential units; 11 low-rise structures ranging from two to three stories; and a four-story, 44.5-foot residential building located entirely on the Carlton Lot (Building C, height of 56 feet with mechanical) that would contain 46 units. The proposed 35-story residential building, six-story office building, and 11 low-rise style structures would all be atop a parking podium and be located along Hollywood Boulevard within the Hollywood Lot. One of the low-rise structures would be used as a 4,038-square-foot two-story restaurant. The remaining 10 structures would include 39 townhomes with ground floor retail. Each of these 10 structures would be between two and three stories above the podium with a maximum height of 98 feet. Overall, the Project would include 342,643 square feet of residential uses (350 units), 136,000 square feet of commercial office uses, and 22,542 square feet of retail uses, including 18,004 square feet of retail, 4,038 square feet of restaurant uses, and 500 square feet of support uses. The overall floor area ratio (FAR) would be 3.08:1.

3.3.2 Design and Architecture

As shown in the conceptual renderings provided in Figure 9 and Figure 10 on pages 20 and 21, the Project is designed in a contemporary architectural style with three primary buildings, parking podium and 11 low-rise structures dispersed throughout the Project Site between the three primary buildings. The first of the three primary buildings (Building A) is a six-story office and retail building that would be located along the northwest portion of the Project Site and would comprise 136,000 square feet. Building A would be 113 feet in height (120 feet including office mechanical). The ground floor would include a lobby and retail spaces. The second through sixth floors would include additional office lobbies and office space. Building A would also include several outdoor patios for use by the office tenants. The automotive use on the ground floor of Building A would include space for automotive sales and an automotive showroom.

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[5] 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."

Table 1
Summary of Existing and Proposed Floor Area[a]

Land Use	Floor Area
Existing (All to Be Removed)	
Commercial (Automotive Dealership)	31,833 sf
Total Existing Floor Area to Be Removed	*31,833 sf*
New Construction	
Residential	342,643 sf (350 units)
Office	136,000 sf
Retail/Restaurant	22,542
Total New Construction	*501,185 sf*
Net Floor Area Upon Completion	**469,352 sf**

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sf = square feet

[a] *Square footage is calculated pursuant to the Los Angeles Municipal Code (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: Office Untitled, 2022.

Building B is a residential tower located on the northeast portion of the Project Site. Building B would be 35 stories and 404 feet in height (419 feet including tower mechanical). Building B would comprise 289,079 square feet and would contain 265 units, a residential lobby, and residential amenities. The residential lobby would be provided at the ground level and would be accessible from Hollywood Boulevard. Residential amenity space would be provided at podium level and at Level 13 including an elevated terrace with a pool and spa. Building C is a four-story residential building located entirely on the Carlton Lot. Building C would comprise 23,560 square feet and would contain 46 units. Building C would be 44.5 feet in height (56 feet with mechanical). Building C is designed as a single structure with a pedestrian walkway on the ground level connecting to parking and a bridge at an upper level connecting to the podium of the Hollywood Lot.

Between Buildings A, B, and C would be 11 low-rise structures ranging from two to three stories above the podium. One of these structures would be used as a 4,038-square-foot two-story restaurant, surrounded by approximately half an acre of public space. The remaining 10 structures would include 39 townhomes (1 unit each for a total of 39 units). Each of the 10 structures would range from two to three stories above the podium, with a maximum height of 98 feet.

As shown in Figure 11 on page 22, the proposed buildings would all be integrated by a series of landscaped and hardscape open space areas that would include landscaped pedestrian walkways and plazas. The Project façade materials include metal wall panels, Glass Fiber Cement Boards, and other paneling systems.

Figure 3

Carlton Lot Ground Floor Plan

Source: Officeuntitled, 2023.

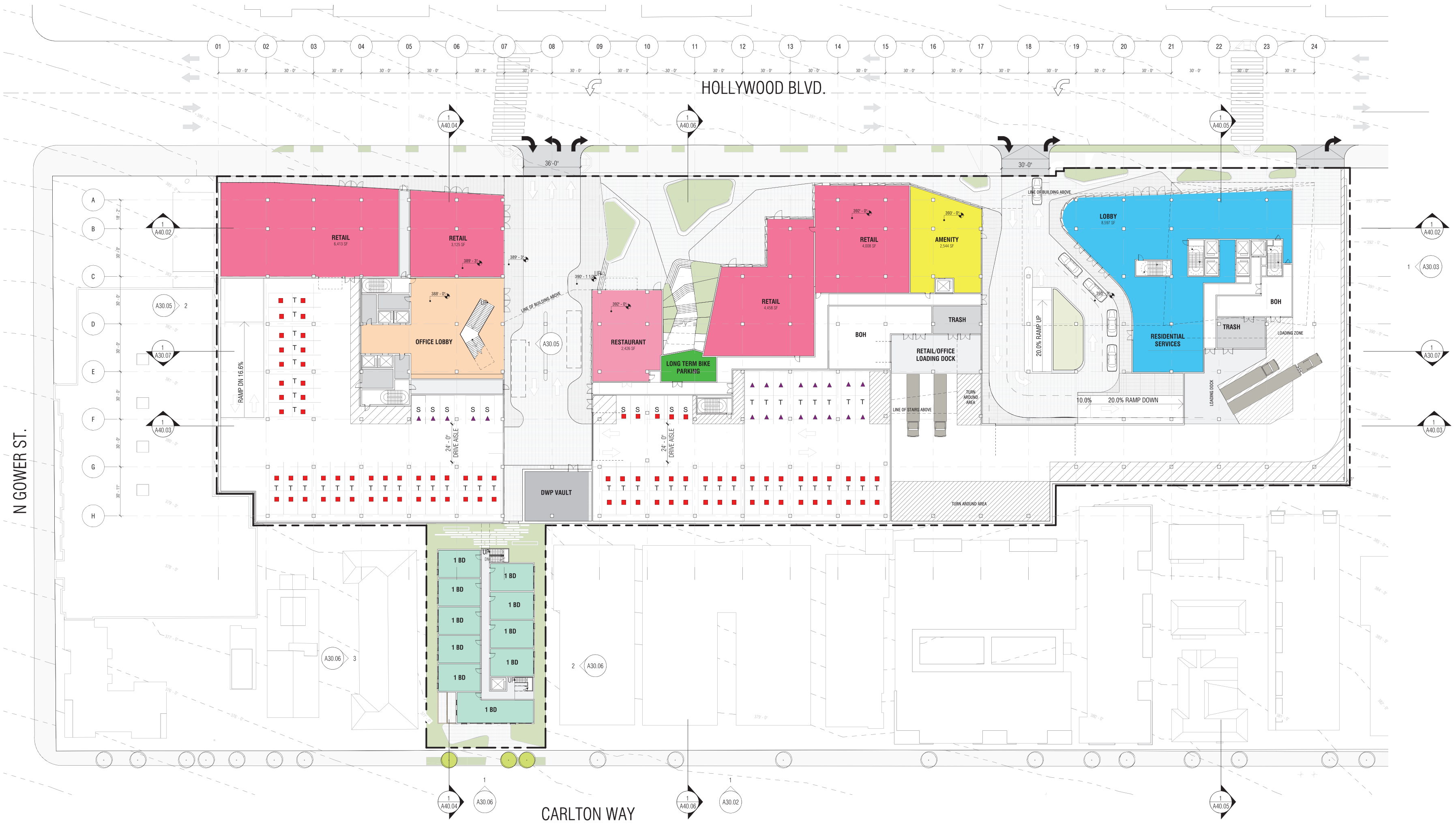


Figure 4

Hollywood Lot Ground Floor Plan and Carlton Lot Level 2 Floor Plan

Source: Officeuntitled, 2023.

Figure 5

Hollywood Lot Level 2 Floor Plan and Carlton Lot Level 3 Floor Plan

Source: Officeuntitled, 2023.

Figure 6

Hollywood Lot Level 3 Floor Plan and Carlton Lot Level 4 Floor Plan

Source: Officeuntitled, 2023.

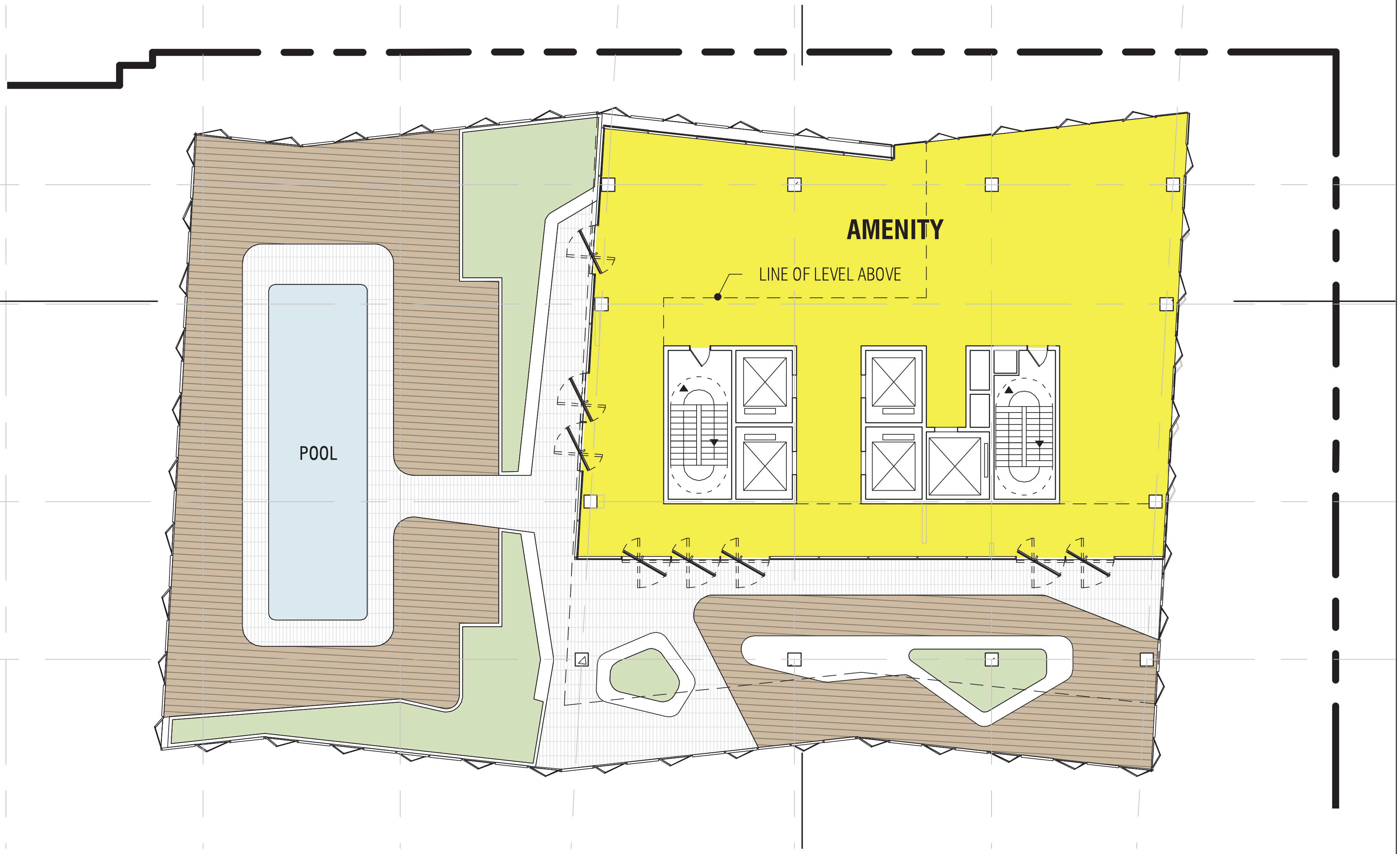


Figure 7
Level 13 Floor Plan

Source: Officeuntitled, 2023.

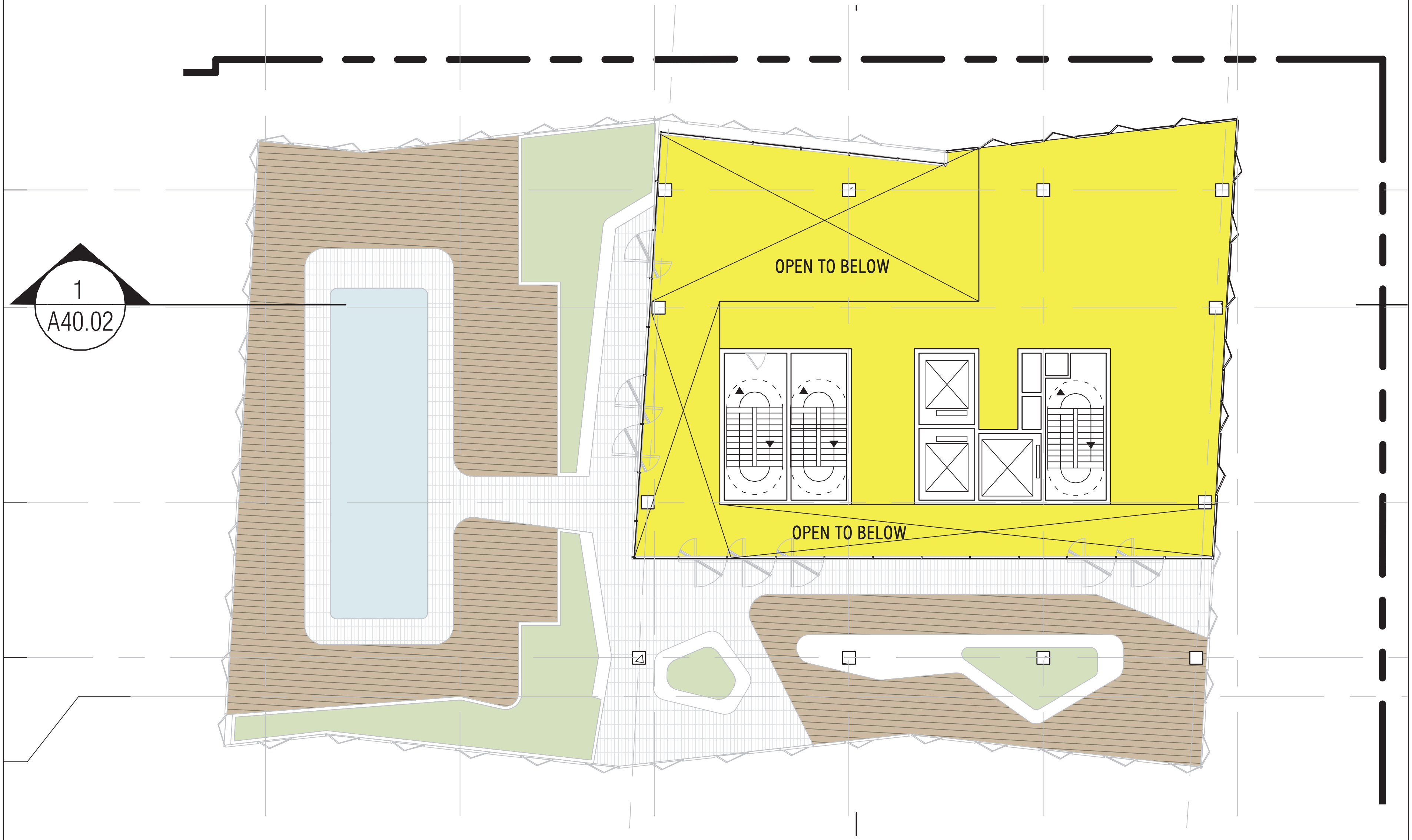


Figure 8

Level 14 Floor Plan

Source: Officeuntitled, 2023.

Figure 9

Conceptual Rendering

Source: Officeuntitled, 2023.

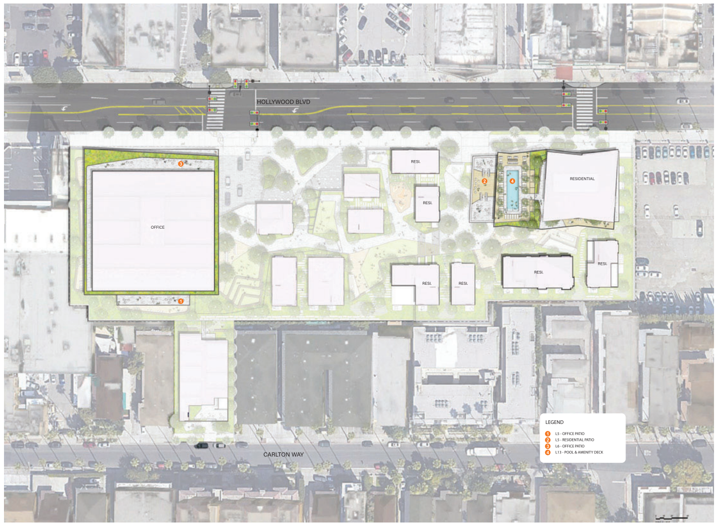
Figure 10
Conceptual Rendering

Source: Officeuntitled, 2023.

Ground Level Landscape Plan

Podium Landscape Plan - Level 2

Podium Landscape Plan - Level 3



Podium Landscape Plan - Upper Terraces

Figure 11

Conceptual Landscape Plan

Source: Officeuntitled, 2023.

3.3.3 Open Space and Landscaping

The Project would incorporate numerous on-site common and private open space and recreational amenities. The Project would include a total of 42,602 square feet of open space, including 23,526 square feet of publicly accessible privately owned open space and 19,076 square feet of private open space. As shown in Figure 11 on page 22, the Project would provide common open space at the ground level that could be publicly accessible during daytime hours in the form of gardens, courtyards, and terraces. As illustrated in Figure 11, the primary public open space amenity would be a landscaped and paved central plaza along Hollywood Boulevard, which would include access to retail, outdoor dining, and terrace stairs that provide additional gathering space as well as access to a landscaped upper plaza and residential garden walk. Interior common areas would include resident amenities such as a pool deck, view deck, fitness areas, game rooms, lounges and meeting rooms. Additional common area open spaces would be provided in gardens and terraces throughout the Project Site. The residential structures would also include roof top open spaces. The LAMC requires 1 tree per 4 units creating a need to plant 88 trees for the Project. The Project would include 88 on-site trees, in compliance with this requirement. As part of the Project, the 15 existing on-site trees and 18 street trees would be removed to accommodate development of the Project. The proposed removal of street trees would be subject to the review and approval by the Bureau of Street Services, Urban Forestry Division. On-site trees to be removed would be replaced at a 1:1 ratio and street trees would be replaced on a 2:1 basis in accordance with the Bureau of Street Services, Urban Forestry Division's requirements.

3.3.4 Access, Circulation, and Parking

Pedestrian access to the Project Site would be provided at several access points around the perimeter of the Project Site, including along Hollywood Boulevard and Carlton Way. Bicycle access would be provided via the pedestrian access points and three driveways along Hollywood Boulevard. Additionally, the Project would include 42 short-term and 202 long-term bicycle parking spaces in accordance with LAMC Section 12.21-A.16(a)(2). Short-term bicycle parking spaces would be provided on the ground level and long-term bicycle parking spaces would be provided within the subterranean parking garage. Locker rooms and showers would also be provided beside the long-term bicycle parking area and bike racks would be provided on all frontages of the Project Site.

Vehicular access to the Project Site would be provided from three driveways along Hollywood Boulevard. Access for trash pickup and other freight vehicles would be provided via a loading dock entry off of Hollywood Boulevard, adjacent to the Project Site's eastern boundary.

As previously noted, on September 22, 2022, AB 2097 was adopted by the State of California and subsequently added to California Government Code Section 65863.2. AB 2097 prohibits a public agency from imposing or enforcing any minimum automobile parking requirement on any residential, commercial, or other development project that is within one-half mile of a Major Transit Stop. Per AB 2097, the Project is not required to provide parking as it is a mixed-use project with residential and commercial uses. However, the Project would include 894 vehicle parking spaces. Parking would be provided in a maximum three-level subterranean parking garage located entirely underneath the Hollywood Lot and in a surface parking area within the Hollywood Lot. Two levels of the subterranean parking garage would cover the entirety of the Hollywood Lot while the third level would cover only the eastern half of the Hollywood Lot. Further, pursuant to Ordinance No. 186,485, 30 percent of the Project's parking spaces will be designated as Electric Vehicle (EV) spaces capable of supporting future electric vehicle supply equipment (EVSE), and of which 10 percent of the total spaces will be further equipped with EV Charging Stations.

3.3.5 Lighting and Signage

Proposed lighting would include shielded low to medium output exterior lights adjacent to buildings and along pathways for security and wayfinding purposes. In addition, shielded low to medium output lighting to accent signage, architectural features, murals, and landscaping elements would be incorporated throughout the Project Site. All exterior lights, including lights on rooftops, would be directed onto the Project Site and designed to minimize light trespass from the Project Site. New sources of artificial lighting that would be introduced by the Project would also include interior lighting and automobile headlights. The Project would not include electronic signage or signs with flashing, mechanical, or strobe lights. All Project lighting would comply with applicable LAMC lighting standards.

Project signage would include a central identity sign and various general wayfinding and retail signs typically associated with a mixed-use project. All proposed on-site and off-site signage would fit within the permitted area per each sign type, the combined area of all signs, and the permitted sign location pursuant to the LAMC and the Hollywood Signage Supplemental Use District, as applicable.

3.3.6 Site Security

The Project would include numerous security features, including a closed circuit camera system and keycard entry for the residential and office buildings and the residential and office parking areas, and on-site security personnel. The Project would also be designed such that entrances to, and exits from buildings, open spaces around buildings, and pedestrian walkways would be open and in view of surrounding sites. In addition, buildings and walkways would be properly lit in order to provide for pedestrian orientation and clearly identify a secure route between parking areas and points of entry into buildings. Parking areas would also be sufficiently lit to maximize visibility and reduce areas of concealment.

3.3.7 Sustainability Features

The Project would be designed and constructed to incorporate environmentally sustainable building features equivalent to certification under the U.S. Green Building Council’s Leadership in Energy and Environmental Design (LEED®) Rating System for new construction, and environmentally sustainable building features and construction protocols required by the Los Angeles Green Building Code and CALGreen Code. These standards would reduce energy and water usage and waste and, thereby, potentially reduce associated greenhouse gas emissions and help minimize the impact on natural resources and infrastructure. The Project would incorporate sustainability features for alternative, low-carbon modes of transportation, such as a protected bicycle storage facility and electric vehicle charging infrastructure. The Project would also incorporate water conservation features through low-water use plant selections and ultra-low flow indoor water fixtures. Additionally, the Project would include exterior and interior lighting that would meet the requirements of the California Energy Commission Building Energy Efficiency Standards—Title 24, version 2022 and the National Electrical Code.

In accordance with CALGreen requirements, the Project would also ensure that at least 10 percent of the total roof area of the new buildings would be solar-ready. Specifically, the Project would provide a 500 kW photovoltaic system. Furthermore, as noted above the Project would provide parking spaces prewired to support future EVCS as well as parking spaces equipped with EVCS. Pursuant to City of Los Angeles Ordinance 186,485 and Ordinance 186,488, 30 percent of the parking spaces in the Project would be capable of supporting future EV supply equipment. Additionally, 10 percent of spaces are required to be further improved with EVCS.

3.3.8 Anticipated Construction Schedule

Construction of the Project would commence with demolition of the existing structures and surface parking areas. This phase would be followed by grading and excavation for the subterranean parking, which would extend to a depth of 30 to 40 feet below ground surface, except for the construction of Building C within the Carlton Lot which would require excavation to a depth of approximately 20 feet to 25 feet. The building foundations would then be laid, followed by building construction, paving/concrete installation, and landscape installation. Project construction is anticipated to commence in 2026 and be completed in 2029. It is estimated that approximately 210,000 cubic yards of export would be hauled from the Project Site.

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 LAMC Section 12.22(A)(25), Density Bonus Compliance Review for a project totaling 350 dwelling units, including 44 dwelling units for very low income household occupancy, with the following two On-Menu Incentives: (1) a Floor Area Ratio increase on the Hollywood Lot from 1.5:1 to 3:1 and on the Carlton Lot from 3:1 to 4.05:1 under LAMC Section 12.22(A)(25)(f)(4), and (2) FAR, density, parking, open space, vehicle parking averaging across the entire property.

- Pursuant to LAMC Section 12.24(W)(1), Conditional Use Permit to allow the sale and dispensing of a full line of alcoholic beverages for on-site consumption in conjunction with a restaurant use.

- Pursuant to LAMC Section 16.05, Site Plan Review to allow for a development which creates more than 50 dwelling units and over 50,000 square feet of commercial floor area.

- Pursuant to LAMC Section 17.15, a Vesting Tentative Tract Map to subdivide the Project Site into nine parcels.

- Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, excavation permits, foundation permits, building permits, and sign 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 public agencies have been identified for the Project.

4 ENVIRONMENTAL IMPACT ANALYSIS

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

I. AESTHETICS

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 "employment center project" as "a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located within a transit priority area. 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 City's 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 (ZI) File 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."[6]

PRC Section 21099 applies to the Project. Pursuant to PRC Section 21099, the Project is a mixed-use residential project that would be located on an infill site within a TPA. The Project Site is located

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[6] City of Los Angeles Department of City Planning, Zoning Information File ZA No. 2452, Transit Priority Areas (TPAs)/ Exemptions to Aesthetics and Parking Within TPAs Pursuant to CEQA, http://zimas.lacity.org/documents/zoneinfo/ZI2452.pdf.

on an infill site, as that term is defined in PRC Section 21099(a)(4), because the Project Site includes lots located within an urban area that has been previously developed. In addition, the Project Site is located within a TPA, as that term is defined in PRC Section 21099(a)(7), because the Project Site is located within one-half mile of an existing "major transit stop," the Los Angeles Metro/Rail B-Line Hollywood/Vine station. The City's Zone Information and Map Access System (ZIMAS) confirms the Project Site's location within a TPA, as defined in the 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.

	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?

Less Than Significant Impact. Pursuant to PRC Section 21099, the Project is a mixed-use residential project that would be located on an infill site within a TPA. 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. Project impacts to aesthetic resources would be less than significant and no further analysis 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?

Less Than Significant 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), which lies approximately 18 miles northeast of the Project Site.[7] Therefore, the Project would not substantially damage scenic resources within a state scenic highway as no scenic highways are located adjacent to the Project Site. Notwithstanding, as described above, pursuant to PRC Section 21099, the Project is a mixed-use residential project that would be located on an infill site within a TPA. 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. Project impacts to aesthetic resources would be less than significant and no further analysis 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?

Less Than Significant Impact. Pursuant to PRC Section 21099, the Project is a mixed-use residential project that would be located on an infill site within a TPA. 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. Project impacts to aesthetic resources would be less than significant and no further analysis 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?

Less Than Significant Impact. Pursuant to PRC Section 21099, the Project is a mixed-use residential project that would be located on an infill site within a TPA. 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. Project impacts to aesthetic resources would be less than significant and no further analysis 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.

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[7] California Department of Transportation, Scenic Highways, https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa , accessed April 4, 2023.

	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))?	☐	☐	☐	☒
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 of Los Angeles. As discussed in Section 3, Project Description, of this Initial Study, the Project Site is currently occupied by Toyota of Hollywood and associated structures. No agricultural uses or operations involving farmland occur on-site or in the vicinity of the Project Site. Furthermore, 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.[8,9] As such, the Project would not convert farmland to a non-agricultural use. No impacts would occur, and no further evaluation of this topic in an EIR is required.

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[8] City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report for APNs 5545-006-029; 005-005; 005-022, http://zimas.lacity.org/ , accessed April 4, 2023.

[9] California Department of Conservation, California Important Farmland Finder, https://maps.conservation.ca.gov/DLRP/CIFF/App/index.html?marker=-118.29152006048791%2C34.02551004278704%2C%2C%2C%2C&markertemplate=%7

(Footnote continued on next page)

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

No Impact. The Project Site is zoned as C4-1-SN (Commercial 4-Height District 1-Sign District) and [Q] R4-1VL (Q Condition-Multiple dwelling 4-Height District 1 Very Limited). No agricultural zoning is present on the Project Site or in the surrounding area. Additionally, the Project Site and surrounding area are not enrolled under the California Land Conservation Act and are not subject to a Williamson Act Contract.[10] Therefore, the Project would not conflict with any zoning for agricultural uses or a Williamson Act Contract. No impacts would occur, and 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))?

No Impact. As previously discussed, the Project Site is located in an urbanized area and is currently occupied by Toyota of Hollywood. The Project Site does not include any forest land or timberland. In addition, as discussed above, the Project Site is not zoned for forest land and is not used as forest land.[11] Therefore, the Project would not conflict with existing zoning for, or cause rezoning of, forest land or timberland as defined by the PRC. No impacts would occur, and 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 previously discussed, the Project Site is located in an urbanized area and does not include any forest land. Therefore, the Project would not result in the loss or conversion of forest land to non-forest use. No impacts would occur, and 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 discussed above, the Project Site is located in an urbanized area of the City and does not include farmland or forest land. Furthermore, the Project Site and surrounding area are 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.[12] As such, the Project would not result in the conversion of

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[10] California Department of Conservation, The Williamson Act Status Report 2020–21, May 2022.

[11] City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report for APNs 5545-006-029; 005-005; 005-022, http://zimas.lacity.org/ , accessed April 4, 2023.

[12] City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report for APNs 5545-006-029; 005-005; 005-022, http://zimas.lacity.org/ , accessed April 4, 2023.

farmland to non-agricultural use or in the conversion of forest land to non-forest use. No impacts would occur, and no further evaluation of this topic in an 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.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 (Basin). Within the Basin, the South Coast Air Quality Management District (SCAQMD) is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the Basin is in non-attainment. The Basin is currently in non-attainment for ozone, particulate matter less than 2.5 microns in size [$PM_{2.5}$], and lead.[13] As a result, development of the Project could have a potential adverse effect on SCAQMD's implementation of the AQMP. Therefore, further evaluation of the Project's potential conflicts with the AQMP will be included in the EIR.

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 could result in the emission of air pollutants in the Basin, which is currently in non-attainment of federal air

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[13] Partial Nonattainment designation for lead for the Los Angeles County portion of the South Coast Air Basin only.

quality standards for ozone, $PM_{2.5}$ and lead, and state air quality standards for ozone, particulate matter less than 10 microns in size (PM_{10}), and $PM_{2.5}$. As a result, implementation of the Project could potentially contribute to air quality impacts, which could cause a cumulative impact in the Basin. Therefore, further evaluation of the Project's potential cumulative air pollutant emissions will be included in the EIR.

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

Potentially Significant Impact. As discussed above, the Project could 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 and educational uses. Therefore, further evaluation of the Project's potential to result in substantial adverse impacts to sensitive receptors will be included in the EIR.

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. 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 operation of these types of uses. In addition, on-site trash receptacles would also 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.[14] In particular, 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.[15]

Based on the above, the Project would not result in other emissions such as those leading to odors. Impacts during construction and operation of the Project would be less than significant, and no further evaluation of this topic in an EIR is required.

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[14] SCAQMD, Visible Emissions, Public Nuisance, and Fugitive Dust, www.aqmd.gov/home/rules-compliance/compliance/inspection-process/visible-emissions-public-nuisance-fugitive-dust , accessed April 4, 2023.

[15] SCAQMD, Rule 402, Nuisance, adopted May 7, 1976.

IV. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?

Less Than Significant Impact. The Project Site is located in an urbanized area and is currently occupied by Toyota of Hollywood and associated structures. There are no large expanses of open space areas adjacent to the Project. 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.[16] In addition, there are no other sensitive natural communities identified by the CDFW or the USFWS. Rather, the Project Site and surrounding areas contain urbanized and disturbed land. 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 species habitat on the Project Site, it is unlikely any special status species listed by the California Department of Fish and Wildlife (CDFW)[17] or by the U.S. Fish and Wildlife Service (USFWS)[18] would be present on-site.

According to the Tree Report prepared for the Project included in Appendix IS-1 of this Initial Study, there are 15 non-protected trees on the Project Site and 18 non-protected street trees adjacent to the Project Site.[19] Although unlikely, these trees could potentially provide nesting sites for migratory birds. However, the Project would comply with the Migratory Bird Treaty Act (MBTA), 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." While the Project would require the removal of the 33 existing trees, which could potentially provide nesting sites for migratory birds, compliance with MBTA, California Fish and Game Code, and standard construction processes during nesting season would ensure that construction activities would not adversely affect nesting sites. In accordance with MBTA 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. 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 is based on the professional judgement of the monitoring biologist, in coordination with the CDFW.

Therefore, with compliance with the Migratory Bird Treaty Act, 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. Impacts would be less than significant, and no further evaluation of this topic in an EIR is required.

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[16] City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, Figure BR-1C—Biological Resources Areas (Central Geographical Area), January 19, 1995, p. 2-18-5.

[17] California Department of Fish and Wildlife, California Natural Diversity Database, Special Animals List, January 2023.

[18] United States Fish and Wildlife Service, ECOS Environmental Conservation Online System, Listed species believed to or known to occur in California, https://ecos.fws.gov/ecp/report/species-listings-by-state?stateAbbrev=CA&stateName=California&statusCategory=Listed, accessed April 4, 2023.

[19] Carlberg Associates, Tree Report for 6000 Hollywood Boulevard, Los Angeles, CA 90028, May 24, 2022. See Appendix IS-1 of this IS.

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 occupied by Toyota of Hollywood, including associated buildings and surface parking areas. No riparian or other sensitive natural community exists on the Project Site or in the surrounding area.[20,21] 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 of Los Angeles or County of Los Angeles.[22,23] In addition, there are no other sensitive natural communities identified by the CDFW or the USFWS.[24,25] 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 further evaluation of this topic in an EIR is required.

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. As discussed above, the Project Site is located in an urbanized area and is currently occupied by Toyota of Hollywood. No water bodies or state and federally protected wetlands exist on the Project Site.[26] As such, the Project would not have an adverse effect on state or federally protected wetlands. No impact would occur, and 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 described above, the Project Site is located in an urbanized area and is currently occupied by Toyota of Hollywood. In addition, the areas surrounding the Project Site are fully developed and there are no large expanses of open space areas within or surrounding the Project Site that provide linkages to natural open spaces areas which may serve as wildlife corridors.

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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 5545-006-029; 005-005; 005-022, http://zimas.lacity.org/, accessed April 4, 2023.

[21] United States Fish and Wildlife Service, National Wetlands Inventory, www.fws.gov/wetlands/data/Mapper.html, accessed April 4, 2023.

[22] City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, Figure BR-1C—Biological Resources Areas (Central Geographical Area), January 19, 1995, p. 2-18-5.

[23] County of Los Angeles, Department of Regional Planning, Figure 9.3 Significant Ecological Areas and Coastal Resource Areas Policy Map, October 2019.

[24] California Department of Fish and Wildlife, Biogeographic Information and Observation System (BIOS), Hollywood Quad Species List, https://apps.wildlife.ca.gov/bios/, accessed April 4, 2023.

[25] California Department of Fish and Wildlife, CDFW Lands, https://apps.wildlife.ca.gov/lands/, accessed April 4, 2023.

[26] United States Fish and Wildlife Service, National Wetlands Inventory, www.fws.gov/wetlands/data/Mapper.html, accessed April 4, 2023.

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.[27,28]

According to the Tree Report prepared for the Project included in Appendix IS-1 of this Initial Study, there are 15 non-protected trees on the Project Site and 18 non-protected street trees adjacent to the Project Site.[29] Although unlikely, these trees could potentially provide nesting sites for migratory birds. However, the Project would 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." In accordance 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. 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 is based on the professional judgement of the monitoring biologist, in coordination with the CDFW. 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 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 and Shrub Ordinance (Ordinance 186873, 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, California Bay trees, Mexican Elderberry shrubs, and Toyon shrubs of at least four inches in diameter at breast height or four and one-half feet above the ground level at the base of the tree or shrub. These tree and shrub species are defined as "protected" by the City of Los Angeles. Trees or shrubs that have been planted as part of a tree planting program are exempt from the City's Protected Tree and Shrub Ordinance and are not considered protected. The City's Protected Tree and Shrub Ordinance prohibits, without a permit, the removal of any regulated protected tree, including "acts that inflict damage upon root system or other parts of the tree or shrub…" The protected tree or shrub must be replaced within the property by at least four specimens of a protected variety, except where the protected species is relocated pursuant to the LAMC. In addition, a protected tree shall only be

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[27] City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, Figure BR-1C—Biological Resources Areas (Central Geographical Area), January 19, 1995, p. 2-18-5.

[28] County of Los Angeles, Department of Regional Planning, Figure 9.3 Significant Ecological Areas and Coastal Resource Areas Policy Map, October 2019.

[29] Carlberg Associates, Tree Report for 6000 Hollywood Boulevard, Los Angeles, CA 90028, May 24, 2022. See Appendix IS-1 of this IS.

replaced by other protected tree varieties and shall not be replaced by shrubs. A protected shrub shall only be replaced by other protected shrub varieties and shall not be replaced by trees, to the extent feasible as determined by the Advisory Agency, Board of Public Works, or a licensed or certified arborist.

According to the Tree Report prepared for the Project included in Appendix IS-1 of this Initial Study, existing landscaping within the Project Site includes 33 inventoried trees, including 15 on-site trees and 18 right-of-way (street) trees. The inventoried trees include three *Pinus canariensis*, one Pistacia chinensis, ten *pyrus kawakamii*, three *Ficus macrocarpa*, seven *Washingtonia robusta*, two *Handroanthus heptaphyllus*, three *Magnolia x soulangeana*, and four *Magnolia grandiflora*. None of the private property trees or right-of-way trees are considered protected by the City of Los Angeles' Tree Preservation Ordinance No. 186,873. As part of the Project, the 15 existing on-site trees and 18 street trees would be removed to accommodate development of the Project. The proposed removal of street trees would be subject to the review and approval by the Bureau of Street Services, Urban Forestry Division. As determined in the Tree Report, due to a combination of factors, including age, size and conditions, these trees are not appropriate for transplant.[30] On-site trees to be removed would be replaced at a 1:1 ratio and street trees would be replaced on a 2:1 basis in accordance with the Bureau of Street Services, Urban Forestry Division's requirements. Therefore, the Project would not conflict with any local policies or ordinances protecting biological resources. Impacts would be less than significant, and no further evaluation of this topic in an EIR is required.

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

No Impact. As described above, the Project Site is located in an urbanized area and is currently occupied by Toyota of Hollywood. No Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plans apply to the Project Site.[31] Thus, the Project would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other related plans. No impact would occur, and no further evaluation of this topic in an EIR is required.

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[30] Carlberg Associates, Tree Report for 6000 Hollywood Boulevard, Los Angeles, CA 90028, May 24, 2022. See Appendix IS-1 of this Initial Study.

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

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?

Less Than Significant Impact. The following analysis is based on the Historical Resources Assessment Report prepared for the Project by Architectural Resources Group, dated April 2023. All specific information in the discussion below is from this report unless otherwise noted. The Historical Resources Assessment Report is included as Appendix IS-2 of this Initial Study.

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 PRC Section 5020.1(k)); or (3) identified as significant in an historical resources survey (meeting the criteria in PRC Section 5024.1(g)). 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 a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register. The California Register automatically includes all properties listed in the National Register of Historic Places (National Register) and those formally determined to be eligible for listing in the National Register. The local register of historical resources is managed by the Los Angeles Office of Historic Resources, which operates SurveyLA, a comprehensive program to identify significant historical resources throughout the City.

As discussed in detail in the Historical Resources Assessment Report, 6000 Hollywood Boulevard is not eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, and/or as a local (City of Los Angeles) Historic-Cultural Monument (HCM) or Historic Preservation Overlay Zone (HPOZ).

As described in the Historical Resourced Assessment, the Toyota of Hollywood dealership at 6000 Hollywood Boulevard is often mentioned in accounts of automotive history as the site of the first Toyota dealership in the United States—a claim that is sometimes disputed, but is generally accepted to be true and is substantiated by documentary evidence. Whether or not this was the first dealer to sell Toyotas in the nation, it can be said with certainty that the Hollywood Boulevard facility was among the earliest U.S. dealerships at which one could purchase a Toyota. When Toyota opened its first U.S. sales headquarters on Hollywood Boulevard in 1957, it occupied an existing commercial building that had previously been occupied by various other auto-oriented commercial tenants and shared space with the adjacent Hollywood Ford dealership. Historic photographs show that the building was a vernacular structure that was positioned directly on the street and lacked architectural interest or distinctive features, aside from prominent corporate signage. In 1950, a permit was issued to construct a two-story automobile servicing and repair facility (the current car wash canopy) for a different enterprise and was later incorporated into the Toyota of Hollywood facility. In 1970, permits were issued to demolish the existing showroom buildings on the site, as well as most ancillary structures along the 6000 block of Hollywood Boulevard. The small building from which Toyota made its debut into the American market was demolished as part of that project. In its place, a new automobile dealership that sold Ford, Lincoln, Mercury, and Toyota-branded vehicles was built in 1970—three years after Toyota had moved its sales headquarters to Torrance. An additional service bay (Service Bay E) was added to the rear of the Project Site in 1973, and a canopy structure (Entrance Canopy) was added to the east of the showroom building in 1982.

National Register Bulletin (NRB) 15: How to Apply the National Register for Evaluation states that to be eligible for listing, a resource must be significant, and it must also retain integrity to convey its significance. Implicit in the discussion of integrity is an understanding that a resource must retain physical characteristics from its historic period to be eligible. Per NRB 15, “the evaluation of integrity is sometimes a subjective judgment, but it must always be grounded in an understanding of a property’s physical features and how they relate to its significance.” Conversely, it is also understood that resources that do not retain sufficient physical characteristics from their historic period are generally not eligible for listing. Further, NRB 15 emphasizes that properties that are associated with historical events, patterns of events, or people must retain physical evidence relating to an event, pattern, or person. When this guidance is applied to the site, it does not appear to be significant for any potential association with the early history of the Toyota company. The above-referenced guidance emphasizes the importance of physical evidence in conveying associative significance; however, as noted, there are no physical features associated with the commercial building from which Toyota launched its United States operations. That building was demolished and replaced with the present-day dealership in 1970, and there are no traces of it remaining on the Project Site. Therefore, there is no direct physical relationship between the Toyota company’s early history at the Project Site and the present-day dealership. The buildings associated with the present-day dealership are contemporary improvements that date to the 1970s and beyond, and have no direct relationship with the Toyota company’s early presence at the Project Site.

In the broader context of commercial development in Hollywood, there is insufficient evidence demonstrating that there is anything about the site that would render it historically significant. A number of post-World War II commercial properties can be found along Hollywood Boulevard and other major commercial thoroughfares and, like the Project Site, most of these postwar commercial properties consist of simple, utilitarian buildings that reflect the gradual decline of Hollywood at this time. The Project Site is a representative—but not distinctive—example of commercial development from this era.

Based on the above, the Historical Resources Assessment concludes that the Project Site is not associated with events that have made a significant contribution to the broad patterns of national, state, or local history. Therefore, the Project Site does not satisfy National Register Criterion A/California Register Criterion 1/Local (HCM) Criterion 1.

Additionally, as detailed in the Historical Resources Assessment, there is insufficient evidence demonstrating that the Project Site is associated with the lives of historically significant individuals. For this reason, the Project Site does not satisfy National Register Criterion B/California Register Criterion 2/Local (HCM) Criterion 2.

With regard to National Register Criterion C/California Register Criterion 3/Local (HCM) Criterion 3, neither the showroom building nor any of its associated ancillary structures are notable for their method of construction. While the property exhibits characteristics of a post-World War II automobile dealership, a common commercial property type during this period, it is not rare, nor is there evidence indicating that it was a notable or influential example of a postwar car dealership. The Toyota of Hollywood dealership has some of the essential features that are characteristic of postwar car dealerships; however, it does not express the principles of postwar car dealerships in a particular compelling way. Compared against the broader pool of extant postwar car dealerships in Los Angeles, the existing dealership reads as a relatively modest and ubiquitous example of its respective type and period. Most improvements on the Project Site were designed by architect Leason Pomeroy III. Built in 1970, the showroom and various structures on the Project Site fit into Pomeroy's oeuvre of corporate commercial architecture. However, there is insufficient evidence that Pomeroy or his firm contributed to the architectural profession in a manner that would render him/them "masters" in the spirit of this criterion. There is also insufficient evidence that Snyder-Langston Inc.—contractor for the property—is a master. Based on the above, there is insufficient evidence demonstrating that the Project Site is significant for reasons relating to its architecture and physical design. Thus, the Project Site does not satisfy National Register Criterion C/California Register Criterion 3/Local (HCM) Criterion 3.

As further discussed in the Historical Resources Assessment, though it contains multiple buildings, structures, and site features, the Project Site occupies a singular site and does not meet the definition of a Historic Preservation Overlay Zone (HPOZ).

With regard to surrounding historical resources, the Historical Resources Assessment Report identified one (1) designated historical resource and three (3) eligible historical resources. The designated historical resource is individually listed in the California Register; the three eligible historical resources were all identified in the survey of the CRA-LA's Hollywood Redevelopment Project Area (2020).

The one designated historical resource is the Hawaii Theatre (now Salvation Army Tabernacle), a former theater building located at 5941 W. Hollywood Boulevard, across the street and slightly to the east of the Project Site. The resource was formally determined to be eligible for listing in the National Register in 1994 through the Section 106 process, and by virtue of this determination it was listed in the California Register with the California Historical Resource Status Code of 2S2. The three eligible historical resources include 1622 Gower Street (Celia Kreutzer Apartments), 5939 W. Hollywood Boulevard (Palms Grill), and 5951 W. Hollywood Boulevard (Florentine Gardens).

The Celia Kreutzer Apartments is a multi-family residential building located southwest of the Project Site. While this property is located on the same city block, it does not directly abut the boundaries of the Project Site. It was constructed in 1923 and designed by architect R.M. Schindler. The resource was identified in the 2020 CRA-LA historic resources survey as individually eligible for the California Register and for local designation, and was assigned the corresponding California Historical Resource Status Codes of 3CS and 5S3. The survey noted that the resource is "a rare remaining example of an intact 1920s multi-family residence in Hollywood," and a "significant example of Early Modern residential architecture in Hollywood [and the] work of master architect R.M. Schindler."

The Palms Grill (now Salvation Army Hollywood Weingart Youth Center) is a former restaurant building located across the street and to the east of the Project Site. It was built in 1936 and designed by architect Gordon Kaufmann. The resource was identified in the 2020 CRA-LA historic resources survey as individually eligible for the California Register and for local designation, and was assigned the corresponding California Historical Resource Status Codes of 3CS and 5S3. The survey noted that the resource is an "excellent example of Streamline Moderne commercial architecture in Hollywood [and the] work of noted Los Angeles architect Gordon Kaufmann."

Florentine Gardens is an event venue located across the street from the Project Site. It was constructed in 1938 and designed by architect Gordon Kaufmann. The resource was identified in the 2020 CRA-LA historic resources survey as individually eligible for the California Register and for local designation, and was assigned the corresponding California Historical Resource Status Codes of 3CS and 5S3. The survey noted that the resource is a "significant example of a commercial property associated with the entertainment industry. Between the 1930s and 1950s, Florentine Gardens was one of Hollywood's most popular dinner theaters and nightclubs known for its celebrity-studded lineups and risqué performances."

As previously described, the Project would be constructed within the boundaries of the Project Site, which does not include any historical resources and as such would not directly affect any onsite historical resources. In addition, as detailed above and in the Historical Resources Assessment, the historical resources located in the vicinity of the Project Site would retain their current status and would not be affected by the Project in a manner that would alter their significance and designation as historical resources. Therefore, the Project would not directly impact any historical resources located in the vicinity of the Project Site. Overall, the Project would not cause a substantial adverse change in the significance of a historical resource. Impacts would be less than significant, and no further evaluation is required 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 and has been subject to grading, excavation and fill activities, and development in the past. Nevertheless, the Project would require grading and excavation for the construction of the proposed subterranean parking garage, which would extend to a depth of approximately 30 to 40 feet below ground surface.[32] Since the Project would include excavation to previously undisturbed depths, there is potential for archaeological resources to be identified during construction activities associated with the Project. Therefore, further evaluation of the Project's potential to disturb previously undiscovered archaeological resources will be included in the EIR.

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

Less Than 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 that have previously occurred on site, the potential exists to uncover existing but undiscovered human remains. If human remains are discovered during Project construction, work in the immediate vicinity of the construction area would be halted, and the County Coroner, construction manager, and other entities would be notified per California Health and Safety Code Section 7050.5. In addition, disposition of the human remains and any associated grave goods would occur in accordance with PRC Section 5097.98 and CEQA Guidelines Section 15064.5(e), which requires that work stop near the find until a coroner can determine that no investigation into the cause of death is required and if the remains are Native American. Specifically, in accordance with CEQA Guidelines Section 15064.5(e), if the coroner determines the remains to be Native American, the coroner shall contact the Native American Heritage Commission who shall identify the most likely descendent. The most likely descendent may make recommendations regarding the treatment of the remains and any associated grave goods in accordance with PRC Section 5097.98. Therefore, due to the low potential that any human remains are located on the Project Site and because compliance with the regulatory standards described above would ensure appropriate treatment of any potential human remains unexpectedly encountered during grading and excavation activities, the Project's impact related to human remains would be less than significant, and no further evaluation of this topic in an EIR is required.

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?	☒	☐	☐	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☒	☐	☐	☐

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[32] As previously noted, excavation associated with Building C would extend to 20-25 feet below ground surface.

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. 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 due to compliance with existing regulations, further evaluation 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. The Project involves the construction and operation of a new mixed-use development that would replace the existing automotive sale use within the Project Site. The Project would be subject to numerous state and local plans related to energy efficiency. The Project's potential impacts related to conflicts with applicable plans related to renewable energy or energy efficiency would be analyzed in the Draft 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?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐
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 Preliminary Geotechnical Report prepared for the Project by Langan Engineering and Environmental Services, Inc., dated May 2022. All specific information on geologic and soils conditions in the discussion below is from this report unless otherwise noted. The Preliminary Geotechnical Report is included as Appendix IS-3 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 (CGS), faults can be classified as active, potentially active, or inactive. Active faults are those having historically produced earthquakes or shown evidence of movement within the past 11,700 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 within the last 1.6 million years. In addition, buried thrust faults, which are faults with no surface exposure, may exist in the vicinity of the Project Site; however, due to their buried nature, the existence of buried thrust faults is usually not known until they produce an earthquake.

CGS establishes regulatory zones around active faults, called Alquist-Priolo Earthquake Fault Zones (previously called Special Study Zones). These zones, which extend from 200 feet to 500 feet on each side of a 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.

According to the Preliminary Geotechnical Report and a review of the City's General Plan Safety Element, 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. Based on the Preliminary Geotechnical Report, the closest active fault to the Project Site is the Hollywood Fault, which is located approximately 0.1 mile northwest of the Project Site. As such, the Project Site is not located within an Alquist-Priolo Earthquake Fault Zone as mapped by CGS or within a Preliminary Fault Rupture Study Area as designated by the City. In addition, as discussed in the Preliminary Geotechnical Report, based on a geologic review of the Project Site, there is no indication of the presence of active surface faulting within the Project Site. Furthermore, while the Project would involve excavation for the 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's impacts associated with surface rupture from a known earthquake fault would be less than significant, and 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 and could be subjected to moderate to strong ground shaking in the event of an earthquake on one of the many active Southern California faults. As previously stated, the Project is not located in an Alquist-Priolo Earthquake Fault Zone; the closest fault zone is associated with the Hollywood Fault located approximately 0.1 mile northwest of the Project Site. As noted in the Preliminary Geotechnical Report, the northern limits of the Project Site are just outside of the southern limits of the Hollywood Earthquake Fault Zone and a surface trace is mapped approximately 600 feet northwest of the Project Site, at its closest approach. As discussed in the Preliminary Geotechnical Report, ground shaking is addressed by proper engineering design and construction in conformance with current building codes and engineering practices. Specifically, 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. The Project would comply with the Los Angeles Building Code, which incorporates current seismic design provisions of the California Building Code with City amendments. The 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 comply with the plan review and permitting requirements of the labs, including the recommendations provided in a comprehensive design level geotechnical investigation for the Project to be approved by LADBS. Therefore, the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. Impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

iii. Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction occurs when loose, saturated, granular soils lose their strength due to excess water pressure that builds up during repeated movement from seismic activity. Liquefaction usually results in horizontal and vertical movements from lateral spreading of liquefied materials and post-earthquake settlement of liquefied materials. Factors that contribute to the potential for liquefaction include a low relative density of granular materials, a shallow groundwater table, and a long duration and high acceleration of seismic shaking. The effects of liquefaction include the loss of the soil's ability to support footings and foundations which may cause buildings and foundations to buckle.

According to the Preliminary Geotechnical Report and based on the EZRIM for the Hollywood Quadrangle (CGS, 2014) and City of Los Angeles ZIMAS, the Project Site is not located within a state designated liquefaction hazard zone. Therefore, impacts related to liquefaction would be less than significant, and 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 the Project Site and surrounding area are generally characterized by relatively level topography with sloping conditions from the Hollywood Lot to the Carlton Lot. Given the largely impervious (developed/paved) nature of the Project Site, large areas of exposed soil or rocks that could slide or become loose are not present. In addition, the Project Site is not located in a landslide area as mapped by the State, nor is the Project Site mapped as a landslide area by the City of Los Angeles.[33,34,35] Therefore, the Project would not directly or indirectly cause potential substantial adverse effects involving landslides. As such, no impact would occur, and no further evaluation of this topic in an EIR is required.

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

Less Than Significant Impact. Development of the Project would require grading, excavation, and other construction activities that have the potential to disturb existing soils within 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 during Project construction. Specifically, all grading activities would require grading permits from the City of Los Angeles Department of Building and Safety (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 LAMC Chapter IX, Article 1, which addresses grading, excavations, and fills. Furthermore, the Project would be required to comply with the City's LID ordinance and implement standard erosion controls to limit stormwater runoff, which can contribute to erosion. Therefore, with

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[33] Ibid.

[34] City of Los Angeles, 2018 Local Hazard Mitigation Plan, Central APC, Figure 11-6, Landslide Susceptibility Zones, p. 246.

[35] City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report for APNs 5545-006-029; 005-005; 005-022, http://zimas.lacity.org/ , accessed April 4, 2023.

compliance with applicable regulatory requirements, the Project's potential impacts due to soil erosion or the loss of topsoil would be less than significant, and no further evaluation 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 mountains or other geologic features that would result in on- or off-site landslides. While there is a grade change across the Project Site extending from Hollywood Boulevard to Carlton Way, given the largely impervious (developed/paved) nature of the Project Site, large areas of exposed soil or rocks that could slide or become loose are not present. Therefore, no impacts related to landslides would occur.

Liquefaction-related effects include lateral spreading. As evaluated in the Preliminary Geotechnical Report and discussed above, the Project Site is not susceptible to liquefaction and would not potentially result in lateral spreading. Impacts related to liquefaction and lateral spreading would be less than significant.

Subsidence generally occurs when a large portion of land is displaced vertically, usually due to the withdrawal of groundwater, oil, or natural gas. As discussed in the Preliminary Geotechnical Report, the Project Site is not mapped within any oil field boundaries. The nearest plugged oil well is located approximately 2,600 feet southwest of the Project Site.[36] Additionally, no large scale extraction of groundwater, gas, oil or geothermal energy is planned at the Project Site or in the general vicinity of the Project Site. Therefore, since there is no local or gas extraction currently occurring or planned as part of the Project, there is no potential for ground subsidence due to withdrawal of fluid or gas at the Project Site. Thus, no impacts related to subsidence would occur.

Collapsible soils consist primarily of sand- and silt-sized particles arranged in a loose structure held together by water-soluble cementing agents. In a dry state, the cementing agents lead to a strong soil with relatively low compressibility. However, upon wetting and softening of the cementing agents, the loose soil structure can collapse and the soil would become weaker and more compressible. As discussed in the Preliminary Geotechnical Report, the alluvial soils, soils that are not primarily sand, encountered in the borings drilled at the site were stiff and/or dense, did not contain water soluble elements, and would not be susceptible to collapse. Therefore, impacts associated with collapsible soils would be less than significant.

Based on the above, the Project would not cause a geologic unit or soil to become unstable. Impacts would be less than significant, and 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?

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[36] Langan Engineering and Environmental Services, Inc., Preliminary Geotechnical Report for Hollywood Toyota Site, May 17, 2022, included as Appendix IS-3 of this Initial Study.

Less Than Significant Impact. Expansive soils are typically associated with fine-grained clayey soils that have the potential to shrink and swell with repeated cycles of wetting and drying. Due to high clay content, expansive soils expand with the addition of water and shrink when dried, which can cause damage to overlying structures. According to the Preliminary Geotechnical Report, the on-site geological materials are in the low to medium expansive potential range. Project design and construction would comply with all applicable requirements of the LADBS for a site with underlying expansive soils. Such requirements may include excavation and replacement of upper soils (for any expansive soils at the street level), deepening of foundations, cement treatment, and/or moisture conditioning of the upper soils. As described in Section 3, Project Description, of this Initial Study, the Project would include grading and excavation for the subterranean parking, which would extend to a depth of 30 to 40 feet below ground surface, except for the construction of Building C within the Carlton Lot which would require excavation to a depth of 20 feet to 25 feet. As such, soils underlying the Project Site would be removed to at least a minimum of 20 feet below ground surface. The Project would also incorporate ground improvements within the Carlton Lot to reduce settlement and impacts associated with expansive soils. In addition, other specific requirements would be determined as part of review and approval of the site-specific design-level geotechnical investigation by LADBS. Thus, through removal of existing underlying soils as well as compliance with regulatory requirements, potential impacts associated with expansive soils would be less than significant. 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. 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 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. No unique geologic features are located on-site. 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. Although the Project Site has been previously graded and developed, the Project would require grading and excavation of the Project Site, which could have the potential to disturb existing but undiscovered paleontological resources. Therefore, further evaluation of the Project’s potential impacts to paleontological resources will be provided in the EIR.

VIII. GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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. Gases that trap heat in the atmosphere are called greenhouse gases (GHGs) since they have effects that are analogous to the way in which a greenhouse retains heat. Greenhouse gases are emitted by both natural processes and human activities. The accumulation of greenhouse gases in the atmosphere affects the earth's temperature. The State of California has undertaken initiatives designed to address the effects of GHG 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 GHG emissions that may have a significant impact on the environment. Therefore, further evaluation of the Project's GHG emissions will be provided in the EIR.

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

Potentially Significant Impact. The Project would have the potential to emit GHGs. Therefore, 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 GHGs will be included in an EIR.

IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☒	☐	☐	☐

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

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

Potentially Significant Impact. The types and amounts of hazardous materials potentially used in connection with the construction and operation of the Project are anticipated to be typical of those used for construction of residential and commercial uses, including vehicle sales. Specifically, Project operations would likely involve the use and storage of small quantities of potentially hazardous materials in the form of cleaning solvents, painting supplies, pesticides for landscaping, and petroleum products. Project construction and operation also would involve the temporary use of potentially hazardous materials, including vehicle fuels, paints, oils, and transmission fluids. Accordingly, further analysis of these potential impacts will be provided in the EIR.

b. Would this 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?

Potentially Significant Impact. The Project Site is currently occupied by Toyota of Hollywood and associated buildings and parking areas. Based on the age of the existing structures and the previous uses, asbestos containing materials (ACM) and/or lead-based paints (LBP) and other recognized environmental conditions may be present on site. Therefore, further evaluation will be included in the EIR to determine the Project's potential impacts with respect to reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

c. Would this 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. The nearest Los Angeles Unified School District (LAUSD) schools located in the vicinity of the Project Site include Joseph Le Conte Middle School (approximately 0.5 mile south of Project Site); Hollywood Senior High School (approximately 1.7 miles west of Project Site); and Grant Elementary (approximately 0.45 mile northeast of Project Site). As discussed under Threshold (a), Project operations would likely involve the use and storage of small quantities of potentially hazardous materials in the form of cleaning solvents, painting supplies, pesticides for landscaping, and petroleum products. Project construction and operation also would involve the temporary use of potentially hazardous materials, including vehicle fuels, paints, oils, and transmission fluids. As discussed under Threshold (b), based on the age of the existing structures and previous uses of the Project Site, asbestos containing materials (ACM) and/or lead-based paints (LBP) and other recognized environmental conditions may be present on site. As such, this would potentially result in the release of hazardous materials into the environment and would require the appropriate handling and disposal of such hazardous materials per applicable regulations. However, the Project is not expected to involve hazardous emissions or require the handling of acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. In addition, the Project Site is not located within one-quarter mile of an existing or proposed school. As such, impacts would be less than significant, and no further evaluation of this topic will be included in the EIR.

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?

Potentially Significant Impact. The Project Site may appear on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. In addition, properties in the surrounding area have the potential to be listed on various environmental databases. Therefore, further evaluation of this issue will be included in the EIR.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project 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 closest airport is the Bob Hope Airport, which is approximately 7.9 miles north of the Project Site. Given the distance between the Project Site and this airport, the Project would not have the potential to result in a safety hazard or excessive noise for people residing or working near an airport. Therefore, no impact would occur, and no mitigation measures are required. No further evaluation 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 General Plan Safety Element, California Government Code Section 65302(g)(1) specifies the need to plan for swift evacuation in the event of a fire or other emergency. In response, the City includes a wide range of physical environments and dramatic differences in population density based on the time of day or day of the week. To better accommodate the variety of evacuation scenarios, the City has developed a dynamic approach to evacuation response, one that can respond to different conditions. As specified in the City EOP Evacuations Annex "primary evacuation routes consist of the major interstates, highways, and primary arterials within the City and Los Angeles County." However, in response to a more localized emergency, such as a hillside wildfire, the LAFD works in coordination with the Los Angeles Department of Transportation and Los Angeles Police Department to identify the most appropriate local egress option and direct individuals to those routes. Other routes are shared in real time depending on which disaster and suitable evacuation routes are identified.[37] 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, both directions of travel would continue to be maintained in accordance with standard construction management plans that would be implemented to ensure adequate circulation and emergency access. With regard to operation, the Project would not require the permanent closure of any local public or private streets and would not impede emergency vehicle access to the Project Site or surrounding area as set forth in California Vehicle Code (CVC) 21806(a)(1). In addition, the Project would comply with Los Angeles Fire Department (LAFD) access requirements and applicable LAFD regulations regarding safety. Therefore, with compliance with applicable regulatory requirements, the Project would not impede emergency access within the Project Site or vicinity that could cause an impediment along City designated disaster routes such that the Project would impair the implementation of the City's emergency response plan. As such, the Project's impact related to the implementation of the City's emergency response plan would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an 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 any wildlands in the vicinity. In addition, the Project Site is not located within a City-designated Very High Fire Hazard Severity Zone or a City-designated fire buffer zone.[38,39] Furthermore, the Project would be developed in accordance with LAMC requirements pertaining to fire safety, and the proposed uses would not create a fire hazard that has the potential to exacerbate wildfire risks. 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 further evaluation of this topic in the EIR is required.

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[37] Los Angeles Safety Element, November 2021, p. 23.

[38] City of Los Angeles Department of City Planning, ZIMAS, Parcel Profile Report for APN 5545-006-029; 005-005; 005-022, http://zimas.lacity.org/, accessed April 4, 2023.

[39] City of Los Angeles, 2018 Local Hazard Mitigation Plan, Central APC, Figure 13-2., Wildfire Severity Zones, p. 277.

X. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 on the Hydrology and Water Resources Technical Report prepared for the Project by KPFF Consulting Engineers, dated May 2023. The Hydrology and Water Resources Technical Report is included as Appendix IS-4 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

As discussed in the Hydrology and Water Resources Technical Report, construction activities for the Project could cause exposed and stockpiled soils to 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 the construction area would be greater than one acre, the Project would be required to obtain coverage under the NPDES General Construction stormwater permit. In accordance with the requirements of this permit, the Project would implement a site-specific Stormwater Pollution Prevention Plan (SWPPP) adhering to the California Stormwater Quality Association Best Management Practices (BMP) Handbook. The SWPPP would set forth BMPs and erosion control measures to be used during construction to manage runoff flows and prevent pollution. In addition, Project construction activities would occur in accordance with City grading permit regulations (Chapter IX, Division 70 of the LAMC) that require necessary measures, plans, and inspections to reduce sedimentation and erosion.

With the implementation of regulatory compliance requirements, including site-specific BMPs set forth in the SWPPP required to comply with NPDES program requirements under federal and state law and City grading permit regulations, the Project would reduce or eliminate the discharge of potential pollutants from stormwater runoff during construction. Therefore, with compliance with NPDES requirements and City grading regulations, construction of the Project would not result in discharge that would violate any water quality standard or waste discharge requirements or otherwise substantially degrade surface water quality. Thus, temporary construction-related impacts on surface water quality would be less than significant, and no further evaluation of this topic in the EIR is required.

Operation

As discussed in the Hydrology and Water Resources Technical Report, the Project Site is located within the Ballona Creek Watershed in the Los Angeles Basin. The Ballona Creek Watershed encompasses an area of approximately 130 square miles extending from the Santa Monica Mountains and the Ventura-Los Angeles County line on the north, to the Harbor Freeway (11) on the east, Santa Monica to the west, and to the Baldwin Hills on the south. Ballona Creek is a 9-mile long flood protection channel that drains the Ballona Creek Watershed to the Pacific Ocean. The major tributary areas to the Ballona Creek include Centinela Creek, Sepulveda Canyon Channel, Benedict Canyon Channel, and numerous storm drains. Constituents of concern listed for the Ballona under California's Clean Water Act Section 303(d) List include Indicator Bacteria, Copper, Cyanide, Lead, Toxicity, Trash, Viruses (Enteric), and Zinc. Construction of the Project would not increase concentrations of the items listed as constituents of concern for the Ballona Creek Watershed.

As is typical of most urban 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 include sediment, nutrients, pesticides, metals, pathogens, and oil and grease. Under

Section 3.1.3 of the LID manual, post-construction stormwater runoff from new projects must be infiltrated, evapotranspirated, captured and used, and/or treated through high efficiency BMPs onsite for the volume of water produced by the 85th percentile storm event. The Project would incorporate appropriate LID BMPs in accordance with the City's LID Ordinance intended to control and treat stormwater runoff in compliance with LID. As stated in the Hydrology and Water Resources Technical Report, it appears that the Project Site currently discharges without any means of treatment. As such, implementation of LID BMPs as part of the Project would improve existing site conditions. As such, with the implementation of LID BMPs in compliance with the City's LID Ordinance and LID Manual, 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 further evaluation of this topic in an EIR is required.

Groundwater Quality

Construction

As discussed in the Hydrology and Water Resources Technical Report, groundwater was encountered at depths of 82 and 89 feet below ground surface. In addition, the historic high groundwater in the vicinity of the Project Site is 80 feet below ground surface. Construction activities for the Project would include excavations approximately 30 to 40 feet below ground surface for the proposed subterranean parking garage.[40] As the Project's proposed excavation would not be deeper than the historic high groundwater elevation, temporary dewatering is not expected during construction. If groundwater is encountered during construction, temporary pumps and filtration would be used in compliance with all applicable regulations and requirements, including with all relevant NPDES requirements related to construction and discharges from dewatering operations.

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. The management of any resultant hazardous wastes could increase the opportunity for hazardous materials released into groundwater. Compliance with all applicable federal, state, and local requirements concerning the handling, storage and disposal of hazardous waste, would reduce the potential for the construction of the Project to release contaminants that could percolate inro groundwater. In addition, as there are no groundwater production wells or public water supply wells within one mile of the Project Site, construction activities would not be anticipated to affect existing wells. Based on the above, construction of the Project would not result in discharges that would violate any water quality standard or waste discharge requirement associated with groundwater protection. Therefore, construction-related impacts would be less than significant, and no further evaluation of this topic in an EIR is required.

Operation

Operational activities which could affect groundwater quality include hazardous material spills and leaking underground storage tanks. As discussed in the Phase I ESA, no underground storage tanks are known to be currently operated or will be operated by the Project. Compliance with all applicable existing regulations at the Project Site regarding the handling and potentially required cleanup of

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[40] As previously noted, excavation associated with Building C would extend to 20-25 feet below ground surface.

hazardous materials would prevent the Project from affecting or expanding any potential areas of contamination, increasing the level of contamination, or causing regulatory water 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 discussed in the Hydrology and Water Resources Technical Report, operation of the Project would not require extraction from the groundwater supply based on the depth of excavation for the proposed uses and depth of groundwater below the Project Site. Additionally, the Project does not involve drilling to or through a clean or contaminated aquifer. Therefore, Project operations would not result in violations of any water quality standards or waste discharge requirements or otherwise substantially degrade groundwater quality. The Project's potential impact on groundwater quality operation would be less than significant, and no further evaluation 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

As described above, there are no groundwater wells located in the vicinity of the Project Site. As described in Section 3, Project Description, of this Initial Study, the Project would involve excavations approximately 30 to 40 feet below ground surface for the proposed subterranean parking garage.[41] As provided in the Geotechnical Report and the Hydrology and Water Resources Technical Report included as Appendix IS-3 and Appendix IS-4 of this Initial Study, historic high groundwater levels in the vicinity of the Project Site are approximately 80 feet below ground surface. In addition, groundwater was encountered at depths of 82 and 89 feet below ground surface. As the Project's proposed excavation would not be deeper than the historic high groundwater elevation, temporary dewatering is not expected during construction. If groundwater is encountered during construction, temporary pumps and filtration would be utilized in compliance with all applicable regulations and requirements, including with all relevant NPDES requirements related to construction and discharges from dewatering operations. Therefore, 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 would be less than significant, and no further evaluation of this topic in the EIR is required.

Operation

As discussed in the Hydrology and Water Resources Technical Report, the Project Site is approximately 100 percent impervious. With implementation of the Project, the Project Site is expected to maintain the overall percentage of impervious area from the current condition of the Project Site. As such, the potential for groundwater recharge during Project operations would remain

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[41] As previously noted, excavation associated with Building C would extend to 20-25 feet below ground surface.

minimal. Furthermore, the Project's BMPs would control stormwater runoff with no increase in runoff resulting from the Project. 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, Project operations would not 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 would be less than significant, and no further evaluation of this topic in the 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. As provided by the following analysis, the Project would not substantially alter the existing drainage pattern of the Project Site or area in a manner that would result in substantial erosion or siltation on- or off-site.

Construction

The Project Site is not crossed by any water courses or rivers. Construction of the Project would involve the demolition of the existing structures and surface parking areas followed by grading and excavation for the subterranean parking. These activities have the potential to temporarily alter existing drainage patterns and flows of the Project Site by exposing underlying soils, modifying flow direction, and making the Project Site temporarily more permeable. Also, 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 nutrient loading in runoff. However, as discussed above, the Project would implement a SWPPP that specifies BMPs and erosion control measures to be used during construction to manage runoff flows and prevent pollution. These BMPs would be 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, the Project would be required to comply with all applicable 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, implementation of BMPs, and compliance with applicable City grading regulations, construction of the Project would not substantially alter the Project Site's drainage patterns in a manner that would result in substantial erosion on- or off-site. As such, construction-related impacts to erosion and siltation would be less than significant, and no further evaluation of this topic in an EIR is required.

Operation

As previously discussed, the Project Site is currently approximately 100 percent impervious. With implementation of the Project, the Project Site would maintain the overall percentage of impervious area. Accordingly, similar to existing conditions, there would be a limited potential for erosion or siltation to occur from the exposed soils or large expanses of impervious areas. Therefore, the Project would not substantially alter the Project Site's drainage patterns in a manner that would result in substantial erosion or siltation on- or off-site. Operational impacts to erosion and siltation would be less than significant, and 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 provided by the following analysis, the Project would not substantially alter the existing drainage pattern of the Project Site or area in a manner that would substantially increase the rate or amount of surface runoff and result in flooding on- or off-site.

Construction

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 surface parking areas followed by grading and excavation for the subterranean parking. These activities have the potential to temporarily alter the 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 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 such that 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 increased runoff or flooding on- or off- site. As such, construction-related impacts associated with flooding from surface runoff would be less than significant, and no further evaluation of this topic in an EIR is required.

Operation

As previously discussed, with implementation of the Project, the Project Site would maintain the overall percentage of impervious area (approximately 100 percent). In addition, the Project would comply with the City's LID Ordinance, which requires that 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 evet 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 that leaves the Project Site, the Project proposes to include infiltration as established by the LID manual. Therefore, with implementation of BMPs the Project would not increase the rate of or amount of surface runoff in a manner which would result in flooding on- or off-site. Operational impacts associated with flooding from surface runoff would be less than significant, and 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 detailed in the Hydrology and Water Resources Technical Report, a comparison of the pre- and post-Project peak flow rates indicates a decrease in stormwater runoff from the Project Site from 10.44 cubic feet per second under existing conditions to 9.69 cubic feet per second with the implementation of the Project. 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. Furthermore, 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 sources of polluted runoff. Impacts would be less than significant, and no further evaluation of this topic in an EIR is required.

iv. Impede or redirect flood flows?

No Impact. The Project is not located within a 100-year flood hazard area as mapped by the Federal Emergency Management Agency (FEMA) or by the City.[42,43] 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. 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.[44,45] In addition, the Safety Element of the City's General Plan does not map the Project Site as being located within a flood control basin or within a potential inundation area.[46] In addition, given its distance of the Project Site from the Pacific Ocean, the Safety Element of the City of Los Angeles 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 Ste. 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. According to the General Plan's Safety Element, the Project Site is not located within a flood impact zone.[47] However, the Project Site is mapped within an inundation area for the Hollywood Reservoir, which is held by the Mulholland Dam.[48] The Mulholland Dam is a LADWP dam located in the Hollywood Hills. The Mulholland Dam was built in 1924 and designed to hold 2.5 billion gallons of water. Dam safety regulations are the primary means of reducing damage or injury due to inundation occurring from dam failure. The California Division of Safety of Dams regulates the siting, design, construction, and periodic review of all dams in the State. In addition, LADWP operates the dams and mitigates the potential for overflow 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 requirements of the 1972 State Dam Safety Act. In addition, the

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[42] Federal Emergency Management Agency, Flood Insurance Rate Map, Panel Number 06037C1605F, effective on September 26, 2008.

[43] City of Los Angeles, 2018 Local Hazard Mitigation Plan, Central APC, Figure 10-9., FEMA DFIRM Flood Hazard Areas, p. 230.

[44] Federal Emergency Management Agency, Flood Insurance Rate Map, Panel Number 06037C1605F, effective on September 26, 2008.

[45] City of Los Angeles, 2018 Local Hazard Mitigation Plan, Central APC, Figure 10-9., FEMA DFIRM Flood Hazard Areas, p. 230.

[46] Los Angeles General Plan Safety Element, November 1996, Exhibit G, Inundation & Tsunami Hazard Areas, p. 59.

[47] Los Angeles General Plan Safety Element, November 1996, Exhibit G, Inundation & Tsunami Hazard Areas, p. 59.

[48] Los Angeles General Plan Safety Element, November 1996, Exhibit G, Inundation & Tsunami Hazard Areas, p. 59.

City's Local Hazard Mitigation Plan, which was adopted in January 2018, provides a list of existing programs, proposed activities and specific projects that may assist the City of Los Angeles in reducing risk and preventing loss of life and property damage from natural and human-caused hazards, including dam failure. The Hazard Mitigation Plan evaluation of dam failure vulnerability classifies dam failure as a moderate risk rating.

Considering the above information and risk reduction projects, the risk of flooding from a tsunami, inundation by a seiche or dam failure is considered low. Impacts would be less than significant, and 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. As previously discussed, the Project Site is located within and drains into the Ballona Creek Watershed. Constituents of concern listed for Ballona Creek under California's Clean Water Act Section 303(d) List include cadmium (sediment), chlordane (tissue & sediment), coliform bacteria, copper (dissolved), cyanide, DDT, lead, PAHs, PCBs, selenium, sediment toxicity, Shellfish Harvesting Advisory, silver, toxicity, trash, viruses (Enteric), and zinc. As discussed in the Hydrology and Water Resources Technical Report, operation of the Project would not be anticipated to increase concentrations of these constituents of concern for the Ballona Creek Watershed. Project operation would introduce sources of potential water pollution that are typical of urban development (e.g., 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. 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. Additionally, during construction, the Project would be required to implement a SWPPP under the NPDES Construction General Permit that would set forth BMPs for stormwater and non-stormwater discharges to minimize the discharge of pollutants in stormwater runoff during construction.

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 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?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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. The Project Site is located within the highly urbanized Hollywood Community Plan area and is currently occupied by Toyota of Hollywood. The area surrounding the Project Site is highly urbanized and includes a mix of low- to mid-rise buildings containing a variety of uses. Land uses immediately surrounding the Project Site include a hotel to the east; surface parking and commercial uses to the east; residential and commercial uses to the south; and commercial uses to the north. On the northeast side of the Project Site is a two-story strip mall. A one-story apartment building resides directly east of the Project Site. The Project proposes the development of new residential uses, commercial office uses, and retail uses. These uses would be consistent with other developments located adjacent to and in the general vicinity of the Project Site. Additionally, all proposed development would occur within the boundaries of the Project Site and would not include the closure of any surrounding travel routes. Furthermore, the Project does not propose a freeway or other large infrastructure that could divide the existing surrounding community. Access to all surrounding properties would continue to be available upon buildout of the Project. 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 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. Additionally, 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 or Surface Mining District where significant mineral deposits are known to be present or within a mineral producing area as classified by the California Geologic Survey.[49,50] The Project Site is also not located within a City-designated oil field or oil drilling area.[51] 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 further evaluation of this topic in an EIR is required.

b. Would the 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. Refer to Response to Checklist Question XII.a., Mineral Resources, above. No impact would occur, and no further evaluation of this topic in an EIR is required.

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

[50] State of California Department of Conservation, California Geologic Survey, Aggregate Sustainability in California, 2018.

[51] City of Los Angeles Department of Public Works, Bureau of Engineering, NavigateLA, http://navigatela.lacity.org/navigatela, accessed January 17, 2023..

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 Project construction activities, 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 ground borne vibration or ground borne noise levels?

Potentially Significant Impact. Construction of the Project could generate ground borne 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 ground borne vibration and noise levels. 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 or airport land use plan. The closest private airstrip or airport is Bob Hope Airport, which is located approximately 7.9 miles north of the Project Site. Given the distance between the Project Site and the nearest airport, the Project would not expose people residing or working in the Project area to excessive noise levels. Therefore, no impact would occur, and no mitigation measures are required. No further evaluation of this topic 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 proposes the demolition of existing improvements; replacing them with 350 residential units, 136,000 square feet of commercial office uses, and 22,542 square feet of retail uses, including 18,004 square feet of retail, 4,038 square feet for dining, and 500 square feet of support uses. Since the Project proposes the development of new residential uses, it would induce a new residential population that could contribute to population growth in the vicinity of the Project Site.

With regard to future growth, SCAG has prepared the 2020-2045 RTP/SCS, which provides population, housing, and employment projections for cities under its jurisdiction through 2045. According to the 2020-2045 RTP/SCS, the forecasted population for the City of Los Angeles in 2023 is approximately 4,135,955 persons. In 2029, the projected buildout year of the Project, the City of Los Angeles is anticipated to have a population of approximately 4,309,231. Therefore, the projected population growth between 2023 and 2029 is approximately 173,276 persons.[52] Applying the factor for residential uses included in the City's VMT Calculator Documentation of 2.25 residents per unit,

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[52] SCAG. 2020-2045 RTP/SCS, Demographics and Growth Forecast Appendix, Table 14, p. 35. Based on a linear interpolation of SCAG's population data for 2016 (3,933,800) and 2045 (4,771,300). The 2023 value is extrapolated from 2016 and 2045 values: [(4,771,300-3,933,800) ÷ 29) * 7] + 3,933,800 = ~ 4,135955. The 2029 value is extrapolated from 2016 and 2045 values: [(4,771,300-3,933,800) ÷ 29) * 13] + 3,933,800 = ~ 4,309,231. The projected population growth between 2023 and 2029 is approximately 173,276 (4,309,231 – 4,135,955 = 173,276).

the development of 306 residential units would result in the increase of approximately 689 residents.[53] In addition, applying the City's VMT Calculator Documentation factor for affordable housing of 3.14 persons per unit for the Project's 44 affordable housing units would result in the increase of approximately 138 persons.[54] Therefore, the Project would result in a net residential population of 827.[55] The estimated 827 residents generated by the Project would represent approximately 0.48 percent of the population growth forecasted by SCAG in the City of Los Angeles between 2023 and 2029.[56] Furthermore, 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 within SCAG's population 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 in 2023 is approximately 1,469,828 households. In 2029, the projected occupancy year of the Project, the City of Los Angeles is anticipated to have approximately 1,557,966 households. Therefore, the projected household growth in the City between 2023 and 2029 is approximately 88,138 households. The Project would add a total of 350 residential units. No existing residential units are located on the Project Site. Therefore, the Project's 350 residential units would constitute approximately 0.4 percent of the housing growth forecasted between 2023 and 2029. Therefore, the Project's housing units would be within SCAG's housing projection for the City of Los Angeles.

Based on employee generation factors from the City of Los Angeles Department of Transportation (LADOT)'s Vehicle Miles Traveled Calculator, the Project is estimated to generate 532 net new employees to the Project Site.[57,58] According to SCAG's 2020-2045 RTP/SCS, the employment forecast for the City of Los Angeles Subregion in 2023 is approximately 1,917,721 employees.[59] In 2029, the projected buildout year of the Project, the City of Los Angeles Subregion is anticipated to have approximately 1,977,224 employees.[60] Therefore, the projected employment growth in the City

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[53] LADOT and Los Angeles Department of City Planning, City of Los Angeles VMT Calculator Documentation, Version 1.3, May 2020. The Multi-Family Residential factor of 2.25 persons per unit is applied to the 306 market-rate units (306 * 2.25 = 689 persons).

[54] LADOT and Los Angeles Department of City Planning, City of Los Angeles VMT Calculator Documentation, Version 1.3, May 2020. The Affordable Housing - Family Residential factor of 3.14 persons per unit is applied to the 44 affordable housing units (44 * 3.14 = 138 persons).

[55] Accounting for both market-rate and affordable housing units, the Project would produce an estimated total of 827 persons (689 + 138 = 827).

[56] 827 ÷ 173,276 = 0.0047

[57] LADOT and Los Angeles Department of City Planning (DCP), City of Los Angeles VMT Calculator Documentation, Version 1.3, May 2020. The existing commercial uses to be removed produce approximately 64 employees (commercial 31,833 square feet * 0.002). The Project would produce 600 employees (office 136,000 square feet * 0.004 = 544) + (retail 18,004 square feet * 0.002 = 36) + (restaurant 4,038 square feet * 0.004 = 16). Therefore, the Project would produce approximately 532 net new employees.

[58] The existing occupied uses to be removed include commercial uses, including Toyota of Hollywood as well as low rise buildings and parking areas.

[59] SCAG. 2020-2045 RTP/SCS, Demographics and Growth Forecast Appendix, Table 14, p. 35. Based on a linear interpolation of SCAG's employment data for 2016 (1,848,300) and 2045 (2,135,900). The 2023 value is extrapolated from 2016 and 2045 values: [(2,135,900 – 1,848,300) ÷ 29) * 7] + 1,848,300 = ~ 1,917,721.

[60] SCAG. 2020-2045 RTP/SCS, Demographics and Growth Forecast Appendix, Table 14, p. 35. Based on a linear interpolation of SCAG's employment data for 2016 (1,848,300) and 2045 (2,135,900). The 2029 value is extrapolated from 2016 and 2045 values: [(2,135,900 – 1,848,300) ÷ 29) * 13] + 1,848,300 = ~ 1,977,224.

between 2023 and 2029 based on SCAG's 2020–2045 RTP/SCS is approximately 59,504 employees. Thus, the Project's estimated 532 net new employees would constitute 0.9 percent of the employment growth forecasted between 2023 and 2029. 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 population or housing growth. Impacts related to population and housing would be less than significant, and no mitigation measures would be required. 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. As described in Section 3, Project Description, of this Initial Study, the Project Site is currently developed as an automotive dealership for Toyota and includes a showroom, parts storage structure, auto repair facility with five service bays, and surface parking. No housing currently exists on the Project Site. Accordingly, the Project would not displace any existing persons or housing, or require the construction of replacement housing elsewhere. Therefore, the Project would not create any impacts related to displacement of people or housing, and no further evaluation of this topic in an 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?	☐	☐	☒	☐

a. 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 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. LAFD provides fire protection and emergency medical services for the Project Site. The Project would increase the floor area and associated occupancy on-site which could result in the need for additional fire protection services during Project operation. Therefore, further evaluation of this topic in an EIR is required.

b. 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 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 (LAPD). The Project would increase the floor area and associated occupancy on-site which could result in the need for additional police services during Project operation. Therefore, further evaluation of this topic in an EIR is required.

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). LAUSD is divided into six local districts.[61] The Project Site is located in Local District–West.[62] The Project Site is currently served by one elementary school (Grant Elementary), one middle school (Joseph Le Conte Middle School), and one high school (Hollywood Senior High School).[63] As previously discussed, the Project includes the construction of 350 residential units. Based on LAUSD Student Generation Rates, the Project would generate approximately 252 new students consisting of 138 elementary school students, 38 middle school students, and 76 high school students.[64] As discussed in Section 3, Project Description, of this Initial Study, the Project would replace the approximately 31,833-square-foot existing automotive dealership and surface parking on the Project Site. Using the applicable LAUSD student generation rates, the existing uses to be removed would generate approximately nine students consisting of five elementary school students, one middle school student, and three high school students. Thus, when accounting for the removal of the existing uses, the Project would result in a net increase of 243 students consisting of 133 elementary school students, 37 middle school students, and 76 high school students.[65] However, it should be noted that the number of Project-generated students who could

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[61] LAUSD, Board of Education Districts Maps 2015–2016, June 2015.

[62] LAUSD, Board of Education Local District—West Map, July 2015.

[63] Los Angeles Unified School District, Residential School Identifier, http://rsi.lausd.net/ResidentSchoolIdentifier/, accessed February 7, 2023.

[64] Los Angeles Unified School District, 2020 Developer Fee Justification Study, March 2020, Table 3.

[65] Los Angeles Unified School District, 2020 Developer Fee Justification Study, March 2020, Table 3.

attend LAUSD schools serving the Project Site would likely be less than the estimate presented because this estimate does not account for students who may enroll in private schools or participate in home-schooling. In addition, the estimated total number of students that may be generated by the Project does not account for surrounding residents who may already reside in the school attendance boundaries of the Project Site and would move to the Project Site. Other LAUSD options that are not accounted for that may be available to Project-generated students and which would reduce the demand on the schools serving the Project Site include the following:

- 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.

Additionally, 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. LAUSD collects development fees for new construction within its district boundaries. 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, with payment of the applicable development school fees to the LAUSD, the Project's impact on schools would be less than significant, and no mitigation measures are required. No further evaluation 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?

Less Than Significant Impact. Parks and recreational facilities in the vicinity of the Project Site are primarily operated and maintained by the Los Angeles Department of Recreation and Parks. Nearby public parks and recreational facilities within an approximate 2-mile radius include Carlton Way Park (0.12 mile south); Seily Rodriguez Park (0.69 mile south); Selma Park (0.70 mile west); Yucca Park and Yucca Community Center (0.86 mile west); De Longpre Park (0.91 mile southwest); La Mirada Park (0.93 mile southeast); Barnsdall Art Park (1.52 miles east); Runyon Canyon Park (1.64 miles northwest); and Burns (Robert L) Park (1.80 miles south).

Construction

Given the temporary nature of construction activities, construction of a project would not introduce a permanent population to an area which could result in an increase in the use of existing parks and recreational facilities that would result in the need for new parks and recreational facilities or the expansion of existing facilities. Additionally, the use of public parks and recreational facilities by construction workers would be expected to be limited, as construction workers are highly transient in their work locations and are more likely to utilize parks and recreational facilities near their places of residence. Additionally, due to the employment patterns of construction workers in Southern California and the operation of the market for construction labor, which require construction workers to commute to job sites that change many times in the course of a year, construction workers are not likely to relocate their households as a consequence of the construction job opportunities presented by the Project. Thus, construction of the Project would not generate a demand for park facilities that cannot be adequately accommodated by existing or planned facilities and services. Therefore, the construction workers associated with the Project would not result in a notable increase in the residential population within the vicinity of the Project Site, which would result in a corresponding permanent demand for parks in the vicinity of the Project Site. Impacts on parks during Project construction would be less than significant and no further evaluation of this topic in an EIR is required.

Operation

An increase in the use of existing parks and recreational facilities is directly associated with an increase in population. As previously discussed, the Project includes the construction of 350 residential units. Based on generation factors from the City of Los Angeles Department of Transportation (LADOT)'s Vehicle Miles Traveled Calculator, the Project's new residential units would generate approximately 827 residents.[66]

As discussed in Section 3, Project Description, of this Initial Study, the Project would provide common open space at the ground level that could be publicly accessible during daytime hours in the form of gardens, courtyards, and terraces. The publicly accessible open space proposed to be provided within the Project Site would total 23,526 square feet. In addition, the Project would include 19,076 square feet of private open space. As illustrated in Figure 9 in Section 3, Project Description, of this Initial Study, the primary public open space amenity would be a landscaped and paved central plaza along Hollywood Boulevard, which would include access to retail, outdoor dining, and terrace stairs that provide additional gathering space as well as access to a landscaped upper plaza and residential garden walk. Interior common areas would include resident amenities such as a pool deck, view deck, fitness areas, game rooms, lounges and meeting rooms. Additional common area opens

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[66] Los Angeles Department of Transportation and Los Angeles Department of City Planning, City of Los Angeles VMT Calculator Documentation, May 2020, Table 1.

spaces would be provided in gardens and terraces throughout the Project Site. Many of the residential structures would also include roof top open spaces.

Due to the amount, variety, and availability of the proposed open space and recreational amenities, it is anticipated that Project residents would generally utilize on-site open space to meet their recreational needs. Thus, while the Project's residents would be expected to utilize off-site public parks and recreational facilities to some degree, the Project would not be expected to cause or accelerate substantial physical deterioration of off-site public parks or recreational facilities given the provision of on-site open space and recreational amenities. Similarly, while the Project's commercial component would result in a demand for parks and recreational facilities, the Project also includes publicly accessible open space, which would be available for use by other users of the Project Site. Furthermore, it is expected that employees of the commercial uses would prefer to use parks and recreational facilities near their place of residence when not at the Project Site.

Additionally, the Project would comply with the City's Parks Dedication and Fee Update Ordinance (Ordinance No. 184,505) for the provision of open space and to dedicate land and/or pay in-lieu fees for parks and recreational facilities. As such, through compliance with the City's requirements and payment of applicable park fees, the Project would not substantially increase the demand for off-site public parks and recreational facilities and would not require the provision of new or physically altered parks and recreational facilities, the construction of which could cause significant environmental impacts. As such, the Project's potential impacts on parks would be less than significant, and no mitigation measures are required. No further analysis of the issue in an EIR is required.

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?

Less Than Significant Impact. Other public facilities provided to the Project Site include library services. The Los Angeles Public Library (LAPL) provides library services to the City of Los Angeles through its Central Library, 72 branch libraries, as well as through Web-based resources.[67] The Project area is served by existing LAPL facilities within the Hollywood Community Plan Area, including the Frances Howard Goldwyn–Hollywood Regional Library located 0.6 mile west of the Project Site.

The new residential population generated by the Project may result in additional demand for library services provided by the LAPL. However, while the new residents generated by the Project would be anticipated to make use of the various libraries serving the Project Site, not all residents would use the library or travel to the same library. Additionally, the Project's residential units would be equipped to allow individual internet service, which provides information and research capabilities that studies have shown to reduce demand at physical library locations.[68,69] The LAPL also provides access to a

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[67] Los Angeles Public Library Strategic Plan, 2015–2020.

[68] Denise A. Troll, How and Why Libraries are Changing: What We Know and What We Need to Know, Carnegie Mellon University, 2002.

variety of web-based collections, reducing the demand for physical library locations. Furthermore, the Project would generate revenues to the City's General Fund (in the form of property taxes, sales tax, and business tax, etc.) that could be applied toward the provision of new library facilities and related staffing for any one of the libraries serving the Project Site and vicinity, as deemed appropriate.[70] The Project's revenue to the General Fund would help offset the Project-related increase in demand for library services. With the installation of internet service capabilities throughout the Project Site and the generation of revenues to the City's General Fund that could be applied toward the provision of new library facilities and related staffing, impacts on library facilities would be less than significant, and no mitigation measures are required. No further evaluation of this issue in an EIR is required.

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 facility would occur or be accelerated?

Less Than Significant Impact. As previously discussed, parks and recreational facilities in the vicinity of the Project Site are primarily operated and maintained by the Los Angeles Department of Recreation and Parks. Nearby public parks and recreational facilities within an approximate 2-mile radius include Carlton Way Park (0.12 mile south); Seily Rodriguez Park (0.69 mile south); Selma Park (0.70 mile west); Yucca Park and Yucca Community Center (0.86 mile west); De Longpre Park (0.91 mile southwest); La Mirada Park (0.93 mile southeast); Barnsdall Art Park (1.52 miles east); Runyon Canyon Park (1.64 miles northwest); and Burns (Robert L) Park (1.80 miles south).

As previously discussed, while the population increase associated with the Project could generate additional demand for parks and recreational facilities in the vicinity of the Project Site, the Project would comply with the City's requirements, including LAMC Section 12.33 for the payment of park

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[69] Carol Tenopir, "Use and Users of Electronic Library Resources: An Overview and Analysis of Recent Research Studies," 2003.

[70] City Administrative Officer, City of Los Angeles 2016–2017 Budget Overview, July 2016.

fees. In addition, the Project would comply with applicable open-space requirements with respect to the Project's residential component. As discussed above, the Project would provide common open space at the ground level that could be publicly accessible during daytime hours in the form of gardens, courtyards, and terraces. The common open space proposed to be provided within the Project Site would total 42,602 square feet, pursuant to the requirements of the LAMC. As illustrated in Figure 9 in Section 3, Project Description, of this Initial Study, the primary public open space amenity would be a landscaped and paved central plaza along Hollywood Boulevard, which would include access to retail, outdoor dining, and terrace stairs that provide additional gathering space as well as access to a landscaped upper plaza and residential garden walk. Interior common areas would include resident amenities such as a pool deck, view deck, fitness areas, game rooms, lounges and meeting rooms. Additional common area opens spaces will be provided in gardens and terraces throughout the Project Site. Many of the residential structures would also include roof top open spaces.

Due to the amount, variety, and availability of the proposed open space and recreational amenities provided within the Project Site, including publicly accessible open space, it is anticipated that Project residents and employees would often utilize on-site open space and common areas to meet their recreational needs. Thus, while the Project's residents would be expected to utilize off-site public parks and recreational facilities to some degree, the Project would not substantially increase the demand for off-site public parks and recreational facilities such that substantial physical deterioration of those facilities would occur or be accelerated. In addition, pursuant to Section 12.33 of the LAMC, the Applicant would be required to comply with applicable park fee requirements with regard to the residential component of the Project, which would be used to increase recreational opportunities for project residents and improve existing parks, both of which would reduce the Project resident's use of existing parks and recreational facilities and/or address any deterioration of those facilities. Thus, based on the above, the Project would not 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, and impacts would be less than significant. No mitigation measures are required, and no further analysis of the issue in an EIR is required.

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?

Less Than Significant Impact. The Project would not include the construction of recreational facilities or require the expansion of recreational facilities, as discussed above in Response Checklist Question XV.d. Thus, impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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. The City requires the preparation and submission of a Transportation Assessment for projects that meet the following criteria:

- If the project is estimated to generate a net increase of 250 or more daily vehicle trips and requires discretionary action, a transportation assessment for a Development Project is required.
- If a project is likely to either: (1) induce additional vehicle miles traveled by increasing vehicle capacity; or (2) reduce roadway through-lane capacity on a street that exceeds 750 vehicles per hour per lane for at least two (2) consecutive hours in a 24-hour period after the project is completed, a transportation assessment is generally required.
- A transportation assessment is required by City ordinance or regulation.

As described in Section 3, Project Description, of this Initial Study, the Project would introduce new uses to the Project Site and would increase the floor area over existing conditions. As such, the Project would meet the above criteria for preparation of Transportation Assessment. A Transportation Assessment in accordance with LADOT's Transportation Assessment Guidelines (TAG) will be prepared for the Project. In accordance with the TAG and consistent with the City CEQA Transportation Thresholds (adopted July 30, 2019), the TA's CEQA-required analyses will include an assessment of whether the Project would result in potential conflicts with transportation-related plans, ordinances, or policies. Therefore, further evaluation of this topic will be included 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 a 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 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 TAG, which defines the methodology for analyzing a project's transportation impacts in accordance with SB 743. The Project would develop new commercial uses on the Project Site. As a result, VMT would increase over existing conditions. Therefore, further evaluation of this topic 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, including driveways to the Project Site. Therefore, further discussion of this topic will be provided in the EIR.

d. Would the project result in inadequate emergency access?

Less Than Significant Impact. According to the City General Plan Safety Element, California Government Code Section 65302(g)(1) specifies the need to plan for swift evacuation in the event of a fire or other emergency. In response, the City includes a wide range of physical environments and dramatic differences in population density based on the time of day or day of the week. To better accommodate the variety of evacuation scenarios, the City has developed a dynamic approach to evacuation response, one that can respond to different conditions. As specified in the City EOP Evacuations Annex "primary evacuation routes consist of the major interstates, highways, and primary arterials within the City and Los Angeles County." However, in response to a more localized emergency, such as a hillside wildfire, the LAFD works in coordination with the Los Angeles Department of Transportation and Los Angeles Police Department to identify the most appropriate local egress option and direct individuals to those routes. Other routes are shared in real time depending on which disaster and suitable evacuation routes are identified.[71] While it is expected that the majority of Project construction activities would be confined on 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. With regard to

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[71] Los Angeles Safety Element, November 2021, p. 23.

operation, the Project does not propose the closure of any local public streets, and primary access to the Project Site would continue to be provided from the adjacent roadways. In addition, the Project would comply with LAFD access requirements, including required fire lane widths, turning radii, secondary access, etc., and plot plans would be submitted to LAFD for approval. Therefore, the Project would not result in inadequate emergency access to the Project Site or surrounding uses. Impacts regarding emergency access would be less than significant, and no further evaluation 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 (Checklist Questions XVIII.a. and b.). 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 PRC Section 21074. As specified by 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. On April 25, 2023, the City mailed a project notification letter to the Gabrieleño Band of Mission Indians-Kizh Nation (Tribe). The City has received the Tribe's request for tribal consultation.

The Project would require excavations for the three level below-ground parking garage which could have the potential to disturb existing but undiscovered tribal resources. Therefore, the potential exists for the Project to 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 participate in the requested consultation for the Project as described above. Further evaluation 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?	☒	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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, and natural gas 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), which link the location of these facilities to an individual development site. Given the Project's increase in floor area within the Project Site and the potential corresponding increase in water, electricity, and natural gas demand and wastewater generation, further analysis of these topics will be provided in the EIR.

With regard to storm water drainage, as discussed above in Checklist Question X, Hydrology and Water Quality, a comparison of the pre- and post-Project peak flow rates indicates a decrease in stormwater runoff from the Project Site from 10.44 cubic feet per second under existing conditions to 9.69 cubic feet per second with the implementation of the Project. In addition, 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. Therefore, the Project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems. As such, the Project would not require or result in the relocation or construction of new or expanded storm water drainage.

With regard to telecommunications infrastructure, the Project would require construction of new on-site telecommunications infrastructure to serve the new buildings and potential upgrades and/or relocation of existing telecommunications infrastructure. Construction impacts associated with the installation of telecommunications infrastructure would primarily involve trenching in order to place the lines below surface. Such activities could involve temporary closure of portions of sidewalks or travel lanes. However, the Project would implement a construction management plan during construction, which would ensure safe pedestrian access, as well as emergency vehicle access and safe vehicle travel in general, to reduce any temporary pedestrian and traffic impacts occurring as a result of construction activities. In addition, when considering impacts resulting from the installation of any required telecommunications infrastructure, all impacts are of a relatively short duration (i.e., months) and would cease to occur when installation is complete. Installation of new telecommunications infrastructure would be limited to on-site telecommunications distribution with 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 and the City, as applicable. Therefore, impacts would be less than significant, and no further analysis of this topic in an EIR is required.

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 floor area on the Project Site and the associated employee population, the Project would increase 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?

Potentially Significant Impact. The Project would result in an increase in wastewater generation from the Project Site. Therefore, further analysis of this issue will be provided in the EIR.

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 the 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, commercial and institutional 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 Los Angeles County are categorized as either Class III (e.g., landfills permitted to accept non-hazardous and non-designated solid waste) 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, is disposed of in inert waste landfills.[72] Ten Class III landfills and one inert landfill are currently operating within the County.[73] In addition, there is one solid waste transformation facility within Los Angeles County (Southeast Resource Recovery Facility) that converts, combusts, or otherwise processes solid waste for the purpose of energy recovery.[74]

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[72] Inert waste is waste which is neither chemically or biologically reactive and will not decompose. Examples include sand and concrete.

[73] County of Los Angeles, Department of Public Works, Los Angeles County Integrated Waste Management Plan 2020 Annual Report, October 2021. The ten Class III landfills serving the County include the Antelope Valley Landfill, Burbank Landfill, Calabasas Landfill, Chiquita Canyon Landfill, Lancaster Landfill, Pebbly Beach Landfill, San Clemente Landfill, Whittier (Savage Canyon) Landfill, Scholl Canyon Landfill, and Sunshine Canyon City/County Landfill. Azusa Land Reclamation is the only permitted Inert Waste Landfill in the County that has a full solid waste facility permit.

[74] County of Los Angeles, Department of Public Works, Los Angeles County Integrated Waste Management Plan 2020 Annual Report, October 2021.

Based on the 2020 Countywide Integrated Waste Management Plan (ColWMP) Annual Report, the most recent report available, the total amount of solid waste disposed at in-county Class III landfills, transformation facilities, and exports to out-of-County landfills was 14.57 million tons in 2020. The total remaining permitted Class III landfill capacity in the County is estimated at 142.67 million tons, with a total estimated daily disposal rate of 36,544 tons per day, and the remaining lifespan of each landfill ranges from 8 to 35 years. The estimated remaining capacity for the County's Class III landfills open to the City of Los Angeles is approximately 132.58 million tons as of December 31, 2020.[75] In addition, the permitted inert waste landfill serving the County is Azusa Land Reclamation.[76] This facility has 64.64 million tons of remaining capacity and an average daily in-County disposal rate of 1,032 tons per day.[77] Los Angeles County continually evaluates landfill disposal needs and capacity through preparation of the ColWMP Annual Reports. Within each annual report, future landfill disposal needs over the next 15-year planning horizon are addressed in part by determining the available landfill capacity.[78]

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

Construction

As summarized in Table 2 on page 81, to provide for the proposed improvements, the Project would remove approximately 31,833 square feet of existing commercial (automotive dealership) uses and construct 350 residential uses; 136,000 square feet of office uses; and 22,542 square feet of retail uses.

Pursuant to the requirements of SB 1374,[79] the Project would implement a construction waste management plan to recycle and/or salvage a minimum of 75 percent of its non-hazardous demolition and construction debris.

In addition, 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. As discussed above, 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, is disposed of in inert waste

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[75] County of Los Angeles, Department of Public Works, Los Angeles County Integrated Waste Management Plan 2019 Annual Report, September 2020, Appendix E-2 Table 4. This total excludes Class III landfills not open to the City of Los Angeles for disposal (i.e., Scholl Canyon, Whittier, Burbank, Pebbly Beach, and San Clemente). In addition, this total excludes the Calabasas Landfill, as its wasteshed does not include the Project Site.

[76] As of 2020, according to the Los Angeles County Integrated Waste Management Plan 2020 Annual Report, the Azusa Land Reclamation facility is the only permitted Inert Waste Landfill in the County that has a full solid waste facility permit.

[77] County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2020 Annual Report, October 2021.

[78] County of Los Angeles, Department of Public Works. Los Angeles County Integrated Waste Management Plan 2020 Annual Report, October 2021.

[79] Senate Bill 1374 requires that jurisdictions include in their annual AB 939 report a summary of the progress made in diverting construction and demolition waste. The legislation also required that CalRecycle adopt a model ordinance for diverting 50 to 75 percent of all construction and demolition waste from landfills.

Table 2
Project Demolition and Construction Waste Generation and Disposal

Land Use	Size	Generation Rate (lbs/sf)[a]	Total (tons)
Demolition Waste			
Commercial	31,833 sf	155.22	2,471
Total Demolition Waste			2,471
Construction Waste			
Residential	342,643 sf (350 du)	4.38	750
Office	136,000 sf	3.89	265
Retail/Restaurant	22,542 sf	3.89	44
Total Construction Waste			*1,059*
Total Demolition and Construction Waste (prior to diversion)			**3,530**
Total Disposal (After 75% Diversion)			**883**

lbs = pound

sf = square feet

[a] *U.S. Environmental Protection Agency, Estimating 2003 Building-Related Construction and Demolition Materials Amounts, Report No. EPA530-R-09-002, March 2009, Tables 4 and 6.*

Source: Eyestone Environmental, 2023.

landfills. Thus, although the total diversion rate may ultimately exceed 75 percent, this analysis conservatively assumes a diversion rate of 75 percent.

After accounting for mandatory recycling, as shown in Table 2, the Project would result in approximately 883 tons of construction and demolition waste. This amount of construction and debris waste would represent approximately 0.001 percent of the Azusa Land Reclamation Landfill's remaining disposal capacity of 64.64 million tons.[80] It should be noted that soil export is not included in the calculation of construction waste since soil is not disposed of as waste but, rather, is typically used as a cover material or fill at other construction sites requiring soils import. As reported above, the Azusa Land Reclamation landfill, the County's inert waste landfill, would be able to accommodate waste from the Project's construction activities.

Based on the above, Project construction would not 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 and strategies identified in the ColWMP or by the City (refer to Response to Question No. XIX(e) regarding consistency with City solid waste planning goals). Therefore, the Project's potential construction-related impacts on solid waste facilities would be less than significant, and no mitigation measures would be required.

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[80] (881 tons ÷ 64.64 million tons) * 100 = 0.001 percent.

Operation

As shown in Table 3 on page 83, based on solid waste generation factors from LASAN, the Project would generate approximately 1,001 net tons of solid waste per year. The estimated amount of solid waste is conservative because the waste generation factors do not account for recycling or other waste diversion measures. For example, the estimate does not account for AB 939, which requires California cities, counties, and approved regional solid waste management agencies responsible for enacting plans and implementing programs to divert 50 percent of their solid waste away from landfills. The estimate also does not account for compliance with AB 341, which requires California commercial enterprises and public entities that generate four or more cubic yards per week of waste, and multi-family housing with five or more units, to adopt recycling practices. Likewise, the analysis does not include implementation of the City's recycLA franchising system, 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.

The Project's estimated solid waste disposal of 1,001 net tons per year represents approximately 0.008 percent of the remaining capacity (132.58 million tons) at the County's Class III landfills that serve the City.[81] The Project's estimated solid waste generation would therefore represent a nominal percentage of the remaining daily disposal capacity of those landfills. As such, Project operation would not 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 or strategies identified in the ColWMP or by the City (refer to Response to Question No. XIX(e) regarding consistency with City solid waste planning goals). Therefore, the Project's potential construction impacts to solid waste facilities would be less than significant, and no mitigation measures would be required.

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 four 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

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[81] (1,001 tons per year ÷ 132.58 million tons) * 100 = 0.0008 percent.

Table 3
Estimated Project Solid Waste Generation

Land Use	Size	Employee Generation Rate[a]	Estimated No. of Employees	Solid Waste Generation Rate[b,c]	Total Generation (tons/year)
Existing to Be Removed					
Retail	31,833 sf	0.002	64	1.05 tn/emp/yr	67
Total Existing to Be Removed					67
Proposed					
Residential	342,643 sf (350 du)	N/A	N/A	2.23	781
Office	136,000 sf	0.004	544	0.37	201
Retail	18,004 sf	0.002	36	1.05	38
Restaurant	4,038 sf	0.004	16	2.98	48
Total with Implementation of Project					1,068
Total Net Increase (prior to diversion)					**1,001**

sf = square feet

du = dwelling units

emp = employees

tn = tons

yr = year

[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. Based on the employee generation rate of 2.0 employees per 1,000 square feet for "General Retail," employee generation rate of 2.0 employees per 1,00 square feet for "General Office" applied to retail, and employee generation rate of 4.0 per 1,000 square feet for "High-Turnover Sit-Down Restaurant."*

[b] *Non-residential yearly solid waste generation factors from LASAN City Waste Characterization and Quantification Study, Table 4, July 2002. Assumes rate of 0.37 ton per employee per year for services-business, 1.05 tons per employee per year (Overall Commercial Sector) for retail uses, and 2.98 tons per employee per year for retail-restaurants.*

[c] *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.*

Source: Eyestone Environmental, 2023.

landfills. In October 2014, Governor Jerry Brown signed AB 1826, requiring businesses to recycle their organic waste[82] 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

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[82] 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.

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.[83] 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 management and reduction statutes and regulations related to solid waste, impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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?	☐	☐	☐	☒
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?

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

No Impact. As discussed above, the Project Site is located in an urbanized area and is developed with relatively flat topography. The Project Site is not located within a City-designated Very High Fire Hazard Severity Zone or a City-designated Wildfire Severity Zone.[84,85] Therefore, the Project Site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones and would not result in impacts related to impairing an adopted emergency response plan or emergency evaluation plan within a wildfire area. No impacts regarding wildfire risks or related post-fire conditions would occur, and no further evaluation of this topic in the EIR is required.

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?

No Impact. As discussed above, the Project Site is relatively flat and is not located within a City-designated Very High Fire Hazard Severity Zone or a City-designated fire buffer zone. In addition, there is no accumulation of dry vegetation within the Project Site to fuel wildfires, or wildlands or steep slopes located in the vicinity of the Project Site or frequent strong wind events to exacerbate wildfires. Therefore, as the Project Site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones and due to the flat topography of the Project Site and surrounding area, the Project would not result in impacts related to exacerbating wildfire risks. No impacts regarding wildfire risks or related post-fire conditions would occur, and no further evaluation of this topic in the EIR is required.

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?

No Impact. As discussed above, the Project Site is located in an urbanized area, and is not located within a City-designated Very High Fire Hazard Severity Zone or a City-designated fire buffer zone. As the Project Site is not located within or near state responsibility areas or lands classified as very high fire hazard severity zones, the Project would not require the installation or maintenance of associated infrastructure such as roads, fuel breaks, or emergency water sources to assist with fire suppression in a wildfire area. Therefore, while the Project could require utility improvements to connect the new buildings to the main infrastructure, such improvements would not be located within or near state responsibility areas or lands classified as very high fire hazard severity zones and would not be considered wildfire area associated infrastructure. No impacts regarding wildfire risks or related post-fire conditions would occur, and no further evaluation of this topic in the EIR is required.

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?

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[84] City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report for APNs 5545-006-029; 005-005; 005-022, http://zimas.lacity.org/ , accessed April 4, 2023. 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.

[85] City of Los Angeles, 2018 Local Hazard Mitigation Plan, Central APC, Figure 13-2., Wildfire Severity Zones, p. 277.

No Impact. As previously described, the Project Site is relatively flat and is not located within a City-designated Very High Fire Hazard Severity Zone or a City-designated fire buffer zone. Therefore, the Project Site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. As such, a wildfire which could result in downstream flooding, landslides, runoff, or other post-fire instability after the wildfire has been extinguished could not occur at the Project Site as no such conditions exist on the Project Site. No impacts regarding wildfire risks or related post-fire conditions such as landslides or slope instability would occur, and no further evaluation of this topic in the EIR is required.

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 Site 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, or substantially reduce the number or restrict the range of a rare or endangered plant or animal.

As analyzed above, based on the Historical Resources Assessment, no historical resources are located on the Project Site; therefore, the Project would not result in a direct impact to historical resources. In addition, the Project would be constructed within the boundaries of the Project Site and would not directly affect any surrounding historical resources. Overall, the Project would not cause a substantial adverse change in the significance of a historical resource. Therefore, the Project would not eliminate important examples of the major periods of California history, and impacts would be less than significant.

As provided above, further evaluation of the Project's potential impacts to archaeological resources and paleontological 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 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 (archaeological resources); energy; geology and soils (paleontological resources); greenhouse gas emissions; hazards and hazardous materials; land use and planning; noise; public services (fire protection and police protection); transportation; tribal cultural resources; and utilities (water supply, wastewater, and energy infrastructure).

- **Aesthetics**—Pursuant to Senate Bill 743 and ZI No. 2452, the Project is considered an employment center project on an infill site within a transit priority area, and thus in accordance with PRC Section 21099(d)(1), the Project's aesthetic impacts shall not be considered significant impacts on the environment. Given the level of urbanization and transit in the Project vicinity, the majority of related projects would likewise be subject to SB 743 and could not combine with the Project to generate cumulative impacts under CEQA. Any related projects that are not subject to SB 743 would require appropriate analysis of potential impacts and mitigation, as necessary, to reduce such impacts to the extent feasible.

- **Agricultural, Forest, and Mineral Resources**—With regard to agriculture, forest resources, and mineral resources, no such resources are located on the Project Site or in the surrounding area. The Project would have no impact on these resources, and therefore could not combine with other projects to result in cumulative impacts. As such, cumulative impacts to agriculture, forest resources, and mineral resources would be less than significant.

- **Air Quality (Odors)**—Due to the site-specific nature, impacts related to other emissions (such as those leading to odors) adversely affecting a substantial number of people are typically assessed on a project-by-project basis. As previously discussed, 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, the Project would not involve the operation of uses typically associated with strong odors. In addition, 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. Impacts would be less than significant, and could not combine with other projects to result in cumulative impacts. As such, cumulative impacts would be less than significant.

- **Biological Resources**—As it relates to biological resources, the Project vicinity is highly urbanized, and similar to the Project, other developments occurring in the vicinity would occur on previously disturbed land. The Project Site does not contain any sensitive biological resources, and there are no native or protected trees located on-site or within the adjacent rights-of-way. Like the Project, related projects involving tree removals would be required to comply with the Migratory Bird Treaty Act, and vegetation removal would be limited such that it would not occur during the nesting season to ensure significant impacts to migratory birds do not occur. As such, the Project would not contribute to a cumulative effect associated with biological resources.

- **Cultural Resources**—Impacts related to historical resources tend to be site-specific, however cumulative impacts could occur if: several projects affect local resources with the same level or type of designation and evaluation; affect other structures located within the same historic district; or involve resources that are significant within the same context. As discussed above, the Project would not result in any significant direct impacts to historic resources. None of the buildings on-site that would be removed by the Project are historical resources. Therefore, the Project would not result in direct impacts to historical resources. Historical resources in the vicinity are not directly adjacent to the Project Site. Instead, they are separated from the Project Site by streets. As a result, no indirect construction impacts could occur. In addition, other potential development projects would be subject to the same CEQA requirements as the Project and potential impacts to historic resources would be evaluated as part of those projects' environmental analysis. The determinations regarding impacts to historical resources from other development projects would be made on a case-by-case basis and the impacts of cumulative development on historical resources would be mitigated to the extent feasible. Therefore, Project impacts with respect to historic resources in the vicinity of the Project Site would not be cumulatively considerable, and cumulative impacts to historical resources would be less than significant.

- With regard to impacts related to human remains, if human remains were discovered during construction of any related projects, work in the immediate vicinity would be halted, the County Coroner, construction manager, and other entities would be notified per California Health and Safety Code section 7050.5, and disposition of the human remains and any associated grave goods would occur in accordance with PRC Section 5097.91 and 5097.98, as amended. Therefore, with the implementation of regulatory requirements, cumulative impacts related to human remains would be less than significant

- **Geology and Soils**—Due to their site-specific nature, geology and soils impacts are typically assessed on a project-by-project basis or for a particular localized area. Therefore, as with the Project, related projects would address site-specific geologic hazards through the implementation of site-specific geotechnical recommendations and/or mitigation measures. Thus, impacts would not be cumulatively considerable and would be less that significant.

- **Hydrology and Water Quality**—With regard to hydrology and water quality, 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 the 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 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.

- **Land Use and Planning (Physically divide an established community)**—No related projects that could cause land use incompatibility are known to be located in the immediate vicinity of the Project Site. Additionally, the Project's scope of work is limited to the Project Site, and the requested discretionary actions are site-specific. The Project would not amend or change the land use designation or zones of any of the other properties in the vicinity. Project-level impacts related to physically dividing an established community would be less than significant, and therefore could not combine with other projects to result in cumulative impacts. As such, cumulative impacts would be less than significant.

- **Population and Housing**—Regarding population and housing, related development would not induce substantial population growth in the vicinity of the Project Site since most of the area is already fully developed and occupied by a longstanding residential population. In addition, not all related projects would include residential uses. While the Project proposes the development of residential units, 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. Additionally, while the Project would not displace 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.

- **Public Services (Schools, Parks and Recreation, and Libraries)**—Similar to the Project, construction of related projects would generate part-time and full-time jobs associated with construction of the related projects between the start of construction and buildout. However, due to the employment patterns of construction workers in Southern California and the operation of the market for construction labor, which require construction workers to commute to job sites that change many times in the course of a year, construction workers are not likely to relocate their households as a consequence of the construction job opportunities presented by the Project. Therefore, like the Project, the construction employment generated by related projects would not result in a notable increase in the resident population or a corresponding demand for schools, parks and recreation, and libraries in the vicinity of the Project Site.

With regard to operation, related projects could increase the demand for these public services and facilities. However, in the case of schools, the applicants for most related projects would be required to pay school impact fees, which would offset any potential impact to schools associated with the related projects. Similarly, in the case of parks and recreational facilities (i.e., existing neighborhood and regional parks), projects with residential components would be required by the LAMC to include open space and pay park in-lieu fees (as required), which would help reduce the demand on neighborhood and regional parks, thereby reducing the likelihood that there would be substantial deterioration of parks. Employees generated by the non-residential related projects would be more likely to use parks and library facilities near their homes during non-work hours, as opposed to patronizing local facilities on their way to or from work or during their lunch hours. In addition, each related project would generate revenues to the City's General Fund (in the form of property taxes, sales tax, business tax, transient occupancy tax, etc.) that could be applied toward the provision of enhancing park facilities and library services in the City, as deemed appropriate. These revenues to the City's General Fund would help offset the increase in demand for park facilities and library services as a result of the Project and the related projects. Therefore, the Project and related projects would not result in significant cumulative impacts with respect to schools, parks and recreation, and libraries. As such, the Project's contribution would not be cumulatively considerable, and cumulative impacts would be less than significant.

- **Utilities and Service Systems—Solid Waste**—The Project in conjunction with related projects would increase the need for solid waste disposal during their respective construction periods. However, as discussed above in Checklist Question No. XIX, unclassified landfills in the County do not generally have capacity concerns, and inert landfills serving the Project and the related projects would have sufficient capacity to accommodate construction waste disposal needs. With regard to operational solid waste disposal needs, the increase in solid waste generated by the Project would be well within the capacity of existing landfills, as discussed in Checklist Question No. XIX of this Initial Study. In addition, with the implementation of solid waste policies and objectives intended to help achieve the requirements of AB 939 and the City's 90 percent diversion goal, it is expected that the Project and related projects would not substantially reduce the projected timeline for landfills within the region to reach capacity. Furthermore, the County of Los Angeles conducts ongoing evaluations to ensure that landfill capacity is adequate to serve the forecasted disposal needs of the region. Therefore, the Project would not contribute considerably to cumulative solid waste impacts, and cumulative solid waste impacts would be less than significant.

- **Wildfire**—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 would not contribute to an increased wildfire risk. Moreover, the Project and related projects would be developed in accordance with LAMC and LAFD requirements pertaining to fire safety. Therefore, the Project and related projects would not result in significant cumulative impacts with respect to wildfires. As such, the Project's contribution would not be cumulatively considerable, and cumulative impacts would be less that 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 (archaeological resources); energy; geology and soils (paleontological resources);

greenhouse gas emissions; hazards and hazardous materials; land use and planning; noise; public services (fire protection and police protection); transportation; tribal cultural resources; and utilities (water supply, wastewater, and energy infrastructure). As a result, these potential effects will be analyzed further in the EIR.

Appendices

Appendix IS-1

Tree Report

Carlberg ASSOCIATES

Horticulturists and
Registered Consulting
ARBORISTS

CITY OF LOS ANGELES TREE REPORT
HOLLYWOOD TOYOTA
6000 HOLLYWOOD BOULEVARD
LOS ANGELES, CALIFORNIA 90028

SUBMITTED TO:

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HINES
444 SOUTH FLOWER, SUITE 2100
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MAY 24, 2022

www.cycarlberg.com

TREE INVENTORY REPORT

TABLE OF CONTENTS

May 24, 2022

W. Paul Hogge
Hines
444 South Flower, Suite 2100
Los Angeles, California 90071

Re: Hollywood Toyota – 6000 Hollywood Boulevard, Los Angles, California 90028 – City of Los Angeles Tree Report

Dear Mr. Hogge,

This letter addresses our office’s site visit on April 15, 2022, to the property at 6000 Hollywood Boulevard in Los Angeles, California. Carlberg Associates was retained to visit the property, update and inventory all qualifying private property and City of Los Angeles rights-of-way trees, and prepare a report in accordance with the City of Los Angeles’ Tree Preservation Ordinance No. 186,873 (Chapter IV, Article 6 of the Los Angeles Municipal Code) and the guidelines set forth by the City of Los Angeles Planning Department. Protected trees and shrubs as set forth in the Ordinance are coast live oak, western sycamore, Southern California black walnut, California bay laurel, Mexican elderberry and toyon with trunk diameters (measured at 4.5 feet above grade) of 4 inches or greater. The Planning Division requires that all other trees with trunk diameters greater than 8 inches are included in the inventory, as well as any off-site trees whose canopies overhang the subject property.

The table on the following pages sets forth the data for the thirty-three (33) inventoried trees: fifteen (15) are private property and eighteen (18) rights-of-way trees. ***None of the private property trees are considered protected by the City of Los Angeles’ Tree Preservation Ordinance No. 186,873.*** By virtue of their trunk diameter size of eight inches and greater, all inventoried private property trees are considered ‘significant’ as defined by the City’s Planning Division.

Please feel welcome to contact me at our Santa Monica office if you have any immediate questions or concerns.

Respectfully submitted,

Cy Carlberg, Registered Consulting Arborist
Principal, Carlberg Associates

Cy Carlberg
Registered Consulting Arborist #405

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TABLE 1 – SUMMARY OF INVENTORIED TREES

Common Name	Botanical Name	Quantity	Protected?
Canary Island pine	*Pinus canariensis*	3	No
Chinese pistache	*Pistacia chinensis*	1	1 ROW
evergreen pear	*Pyrus kawakamii*	10	10 ROW
Indian laurel fig	*Ficus microcarpa*	3	No
Mexican fan palm	*Washingtonia robusta*	7	2 No, 5 ROW
pink trumpet tree	*Handroanthus heptaphyllus*	2	2 ROW
saucer magnolia	*Magnolia x soulangeana*	3	No
southern magnolia	*Magnolia grandiflora*	4	No
	TOTALS	**33**	**18 ROW**

TABLE 2 – TREE INVENTORY DATA

Tree #	Common Name	Botanical Name	Diameter at 4.5 feet (DBH)* in inches	Height (feet)	Canopy Spread (N/E/S/W) in feet	Health	Structure	“Protected”, “ROW”, or “Significant” Tree	Comments
1	Canary Island pine	*Pinus canariensis*	33.8	65	15/18/14/13	B-	B-	Significant	a bit sparse, MPE, EG, pruned for building clearance
2	Canary Island pine	*Pinus canariensis*	28.8	45	24/12/23/20	A-	B+	Significant	EG, MPE, pruned for building clearance
3	Mexican fan palm	*Washingtonia robusta*	BT-60'	65	7/7/7/7	B	B	No	ivy growing up trunk, some dead fronds in canopy, slight hourglass
4	saucer magnolia	*Magnolia x soulangeana*	9.9	20	5/4/5/4	C	C-	No	ivy overtaking tree canopy, tree still alive, sparse, topped, EG, MPE
5	southern magnolia	*Magnolia grandiflora*	14.5	25	8/7/10/9	C-	C-	No	topped, MPE, sparse, water stressed
6	southern magnolia	*Magnolia grandiflora*	12.9	22	12/10/11/11	C-	C-	No	ivy growing up trunk, sparse, MPE, topped, water stressed
7	Mexican fan palm	*Washingtonia robusta*	BT-45'	50	7/7/7/7	B	B	No	some dead fronds in canopy
8	saucer magnolia	*Magnolia x soulangeana*	12.4	30	10/9/17/10	B	C	No	embedded pole in trunk from base with cavity, MPE, GR, EG, topped
9	southern magnolia	*Magnolia grandiflora*	13.7	25	9/9/6/6	C+	C	No	topped, a bit sparse, MPE, EG
10	saucer magnolia	*Magnolia x soulangeana*	8.1	28	8/8/8/8	B-	C	No	topped, a bit sparse, MPE, EG

Tree #	Common Name	Botanical Name	Diameter at 4.5 feet (DBH)* in inches	Height (feet)	Canopy Spread (N/E/S/W) in feet	Health	Structure	"Protected", "ROW", or "Significant" Tree	Comments
11	southern magnolia	*Magnolia grandiflora*	8.4	30	13/7/12/10	B-	C	No	topped, a bit sparse, MPE, EG
12	Indian laurel fig	*Ficus microcarpa*	~20	25	15/15/15/15	A-	B+	Significant	no access, diameter estimated at 3 feet below codoms
13	Indian laurel fig	*Ficus microcarpa*	~20	25	15/15/15/15	A-	B+	Significant	no access, diameter estimated at 3 feet below codoms
14	Indian laurel fig	*Ficus microcarpa*	~20	25	15/15/15/15	A-	B+	Significant	no access, diameter estimated at 3 feet below codoms
15	Canary Island pine	*Pinus canariensis*	20.7	45	23/19/20/20	A-	B+	Significant	MPE, minor dieback, slight lean north
ST16	pink trumpet tree	*Handroanthus heptaphyllus*	2.3	15	2/4/5/5	B-	B-	ROW	trunk leans south, consider re-staking
ST17	evergreen pear	*Pyrus kawakamii*	9.5	22	8/9/13/12	B	B	ROW	MPE, EG, SS, minor dieback
ST18	evergreen pear	*Pyrus kawakamii*	3.2	15	5/8/6/8/	B	C-	ROW	not well rooted, water stressed
ST19	evergreen pear	*Pyrus kawakamii*	9.7	22	8/11/11/12	B	B	ROW	trunk leans southwest, MPE
ST20	pink trumpet tree	*Handroanthus heptaphyllus*	*2.4*	15	3/5/4/5/	B	C	ROW	trunk leans north, a bit sparse, some decay at base
ST21	evergreen pear	*Pyrus kawakamii*	9.4	22	10/6/12/12	B	B	ROW	MPE, HOB, EG
ST22	evergreen pear	*Pyrus kawakamii*	13.1	25	13/16/15/17	B+	B	ROW	mechanical damage on street side, MPE, HOB, EG
ST23	evergreen pear	*Pyrus kawakamii*	12.1	25	10/13/14/11	B+	B	ROW	trunk leans southeast, mechanical damage on sidewalk side, MPE, EG, HOB
ST24	evergreen pear	*Pyrus kawakamii*	9.6	22	7/6/13/14	B+	B	ROW	mechanical damage on street side, MPE, HOB, EG

Tree #	Common Name	Botanical Name	Diameter at 4.5 feet (DBH)* in inches	Height (feet)	Canopy Spread (N/E/S/W) in feet	Health	Structure	"Protected", "ROW", or "Significant" Tree	Comments
ST25	evergreen pear	*Pyrus kawakamii*	7.8	20	11/12/9/8	B	B	ROW	SS, MPE, EG
ST26	evergreen pear	*Pyrus kawakamii*	10.7	22	7/10/12/16	B	B	ROW	SS, MPE, EG
ST27	evergreen pear	*Pyrus kawakamii*	8.9	20	6/7/12/10	B	B	ROW	unbalanced to southwest, SS, EG, MPE
ST28	Mexican fan palm	*Washingtonia robusta*	BT-60'	65	6/6/6/6	B	B	ROW	mechanical damage on street side
ST29	Mexican fan palm	*Washingtonia robusta*	BT-60'	65	6/6/6/6	B	B	ROW	spiked, some dead fronds, needs water
ST30	Chinese pistache	*Pistacia chinensis*	3	10	4/5/5/7	B	B	ROW	volunteer palms growing at base
ST31	Mexican fan palm	*Washingtonia robusta*	BT-60'	65	6/6/6/6	B	B	ROW	spiked, some dead fronds, needs water
ST32	Mexican fan palm	*Washingtonia robusta*	BT-60'	65	6/6/6/6	B	B	ROW	spiked, some dead fronds, needs water
ST33	Mexican fan palm	*Washingtonia robusta*	BT-60'	65	6/6/6/6	B	B	ROW	spiked, some dead fronds, needs water

ACRONYMS

DBH – Diameter at breast height. A forestry term used to describe a tree's trunk diameter measured at 4.5 feet above grade. Often used as a representation of tree height.

HOB – History of breakage

MBA – Multiple branch attachments

MPE – Multiple pruning events

ROW – Right of Way tree

ST – Street tree

SS – stump sprout

BT – Brown trunk (height)

COD – Column of decay

PM – Powdery mildew

EG – Epicormic growth

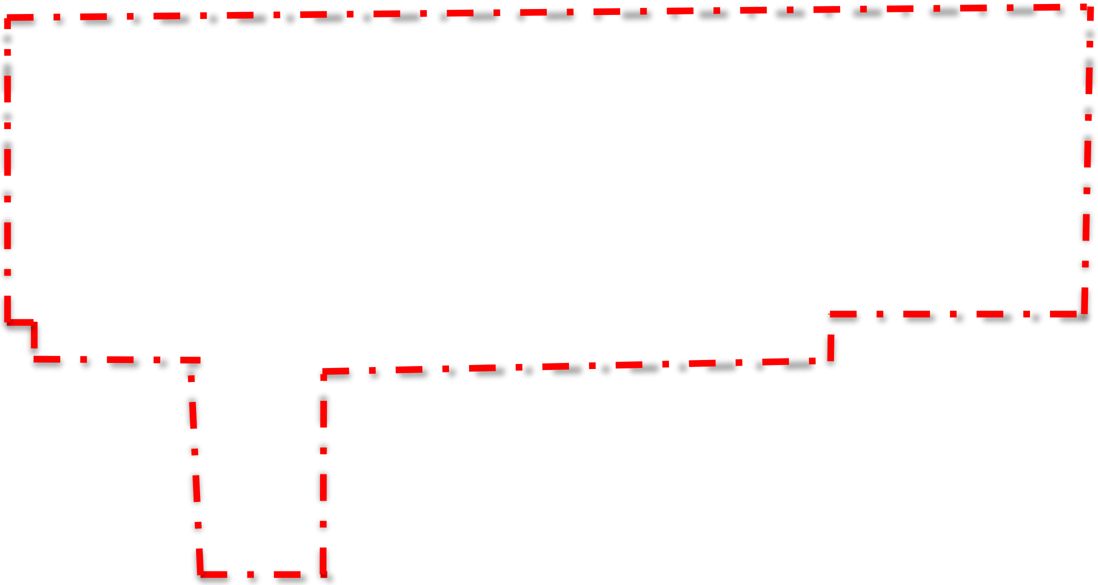


EXHIBIT A – AERIAL IMAGE OF SUBJECT PROPERTY
(BORDERED IN RED – Source: Google Maps)

Not to Scale

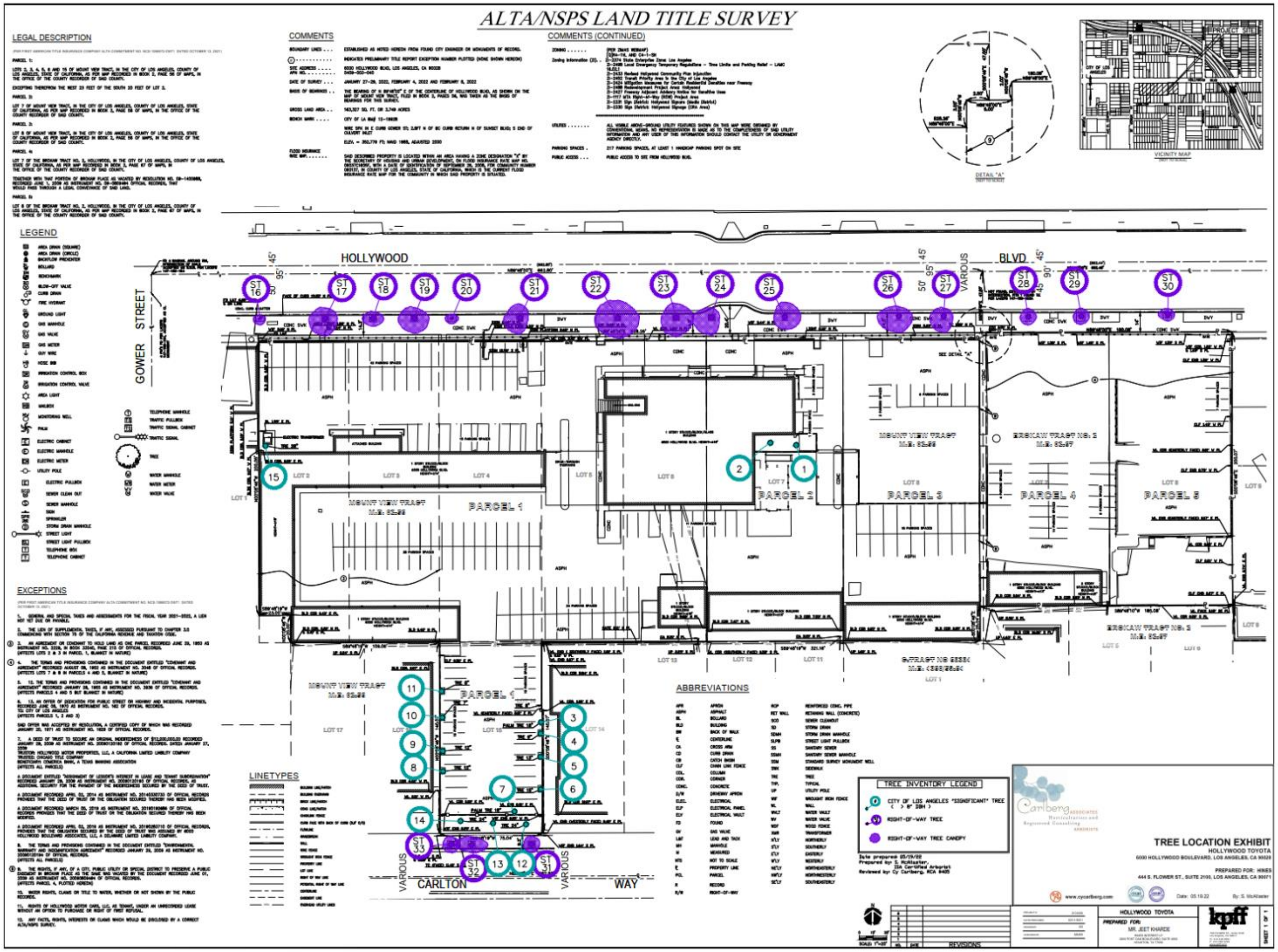


EXHIBIT B – REDUCED COPY OF TREE LOCATION EXHIBIT
(NOT TO SCALE)

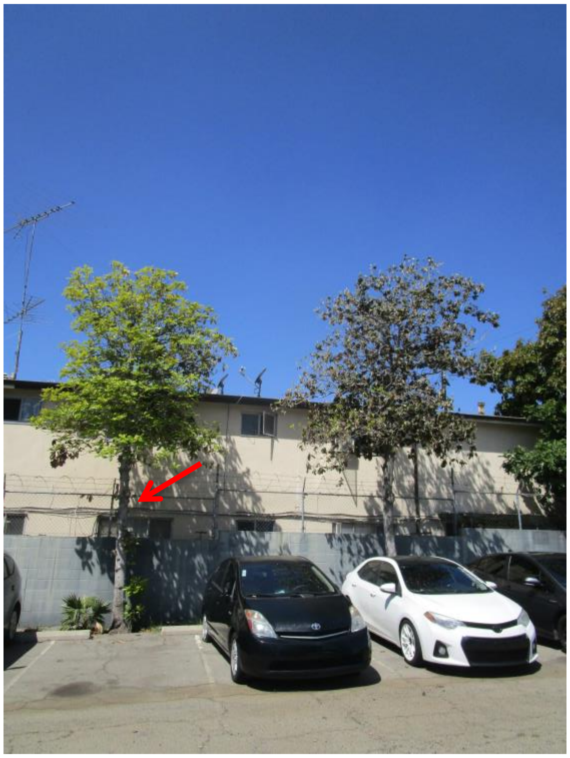
EXHIBIT C – TREE PHOTOGRAPHS

Trees 1(L) & 2(R)

Trees 3-6 (L-R)

Tree 7

Trees 8-10 (L-R)



Tree 11

Trees 12-14 (L-R)

Tree 15

Tree ST16

Tree ST17

Tree ST18

Tree ST19

Tree ST20

Tree ST21

Tree ST22

Tree ST23

Tree ST24

Tree ST25

Tree ST26

Tree ST27

Trees ST28(L) & ST29(R)

Tree ST30

Trees ST31-ST33 (R-L)

HEALTH AND STRUCTURE GRADE DEFINITIONS

Health and structure ratings of the trees are based on the archetype tree of the same species through a subjective evaluation of its physiological health, aesthetic quality, and structural integrity.

Overall physiological condition (health) and structural condition were rated A-F:

Health

A. Outstanding – Exceptional trees of good growth form and vigor for their age class; exhibiting very good to excellent health as evidenced by normal to exceptional shoot growth during current season, good bud development and leaf color, lack of leaf, twig or branch dieback throughout the crown, and the absence of decay, bleeding, or cankers. Common leaf and/or twig pests may be noted at very minor levels.

B. Above average – Good to very good trees that exhibit minor necrotic or physiological symptoms of stress and/or disease; shoot growth is less than reasonably expected, leaf color is less than optimal in some areas, the crown may be thinning, minor levels of leaf, twig, and branch dieback may be present, and minor areas of decay, bleeding, or cankers may be manifesting. Minor amounts of epicormic growth may be present. Minor amounts of fire damage or mechanical damage may be present. Still healthy, but with moderately diminished vigor and vitality. No significant decline noted.

C. Average – Average, moderately good trees whose growth habit and physiological or fire-induced symptoms indicate an equal chance to either decline or continue with good health into the near future. Most of these trees exhibit moderate to significant small deadwood in outer crown areas, decreased shoot growth and diminished leaf color and mass. Some stem and branch dieback is usually present and epicormic growth may be moderate to extensive. Cavities, pockets of decay, relatively significant fire damage, bark exfoliation, or cracks may be present. Moderate to significant amounts of insect or disease symptoms may be present; the tree may be shaded or crowded in such a way that it is expected to negatively impact the lifespan of the tree. Tree may be in early decline.

D. Below Average/Poor - trees whose growth habit and physiological or fire-induced symptoms indicate significant, irreversible decline. Most of these trees exhibit significant dieback of wood in the crown, possibly accompanied by significant epicormic sprouting. Shoot growth and leaf color and mass is either significantly diminished or nonexistent throughout the crown. Cavities, pockets of decay, significant fire damage, bark exfoliation, and/or cracks may be present. Significant amounts of insect or disease symptoms may be present; the tree may be shaded or crowded in such a way that it has negatively impacted the lifespan of the tree. Tree appears to be in irreversible decline.

F. Dead or in spiral of decline – this tree exhibits very little to no signs of life.

Structure

A. Outstanding – Trees with outstanding structure for their species exhibit trunk and branch arrangement and orientation that result in a sturdy form or architecture that resists failure under normal circumstances. The spacing, orientation, and size of the branches relative to the trunk are quintessential for the species and free from defects. No outward sign of decay or pathological disease is present. Some trees exhibit naturally inherent branching defects, like multiple, narrow points of attachment from one point on the trunk, which would preclude them from achieving an "A" grade.

B. Above average - Trees with good to very good structure for their species. They exhibit trunk and branch arrangement and orientation that result in a relatively sturdy form or architecture that resists failure under normal circumstances, but may have some mechanical damage, over-pruning, or other minor structural defects. The spacing, orientation, and size of the branches relative to the trunk are still in the normal range for the species, but they exhibit a minor degree of defects. Minor, sub-critical levels of decay or pathological disease may be present, but the degree of damage is not yet structurally significant. Trees that exhibit naturally inherent branching defects, like multiple, narrow points of attachment from one point on the trunk, would generally fall in to this category. A small percentage of the canopy may be shaded or crowded, but not in such a way that it is expected to negatively impact the structural integrity or lifespan of the tree.

C. Average - Trees with moderately good structure for their species, but with obvious defects. They exhibit trunk and branch arrangement and orientation that result in a less than sturdy form or architecture, which reduces their resistance to failure under normal circumstances. Moderate levels of mechanical damage, over-pruning, or other structural defects may be present. The spacing, orientation, and size of some of the branches relative to the trunk are not in the normal range for the species. Moderate to significant levels of decay or pathological disease may be present that increase the likelihood of structural instability. Influences such as an excessive trunk lean, slope erosion, root pruning, or other growth-inhibiting factors may be present. A moderate to significant percentage of the canopy may be shaded or crowded in such a way that it is expected to negatively impact the structural integrity or lifespan of the tree. Risk of full or partial failure in the near future appears to be moderately elevated.

D. Well Below Average/Poor - Trees poor structure for their species and with obvious defects. They exhibit trunk and branch arrangement and orientation that result in a significantly less than sturdy form or architecture, significantly reducing their resistance to failure under normal circumstances. Significant levels of mechanical damage, over-pruning, or other structural defects may be present. The spacing, orientation, and size of many of the branches relative to the trunk are not in the normal range for the species. Significant levels of decay or pathological disease may be present that increase the likelihood of structural instability. Influences such as an excessive trunk lean, slope erosion, root pruning, or other growth-inhibiting factors may be present. A significant percentage of the canopy may be shaded or crowded in such a way that it is expected to negatively impact the structural integrity or lifespan of the tree. Risk of full or partial failure in the near future appears to be advanced.

F. Severely Compromised – trees with very poor structure and numerous or severe defects due to growing conditions, historical or recent pruning, mechanical damage, history of limb or trunk failures, advanced and irreparable decay, disease, or severe fire damage. Trees with this rating are in severe, irreparable decline, or are barely alive. Risk of full or partial failures in the near future may be severe.

ARBORIST DISCLOSURE STATEMENT

Arborists are tree specialists who use their education, knowledge, training and experience to examine trees, recommend measures to enhance the beauty and health of trees, and attempt to reduce the risk of living near trees. Clients may choose to accept or disregard the recommendations of the arborist, or to seek additional advice.

Arborists cannot detect every condition that could possibly lead to the structural failure of a tree. Trees are living organisms that fail in ways we do not fully understand. Conditions are often hidden within trees and below ground. Arborists cannot guarantee that a tree will be healthy or safe under all circumstances, or for a specified period of time. Likewise, remedial treatments, like any medicine, cannot be guaranteed.

Treatment, pruning and removal of trees may involve considerations beyond the scope of the arborist's services such as property boundaries, property ownership, site lines, disputes between neighbors, and other issues. Arborists cannot take such considerations into account unless complete and accurate information is disclosed to the arborist. An arborist should then be expected to reasonably rely upon the completeness and accuracy of the information provided.

Trees contribute greatly to our enjoyment and appreciation of life. Nonetheless, they are subject to the laws of gravity and physiological decline. Therefore, neither arborists nor tree owners can be reasonably expected to warrant unfailing predictability or elimination of risk.

Trees can be managed, but they cannot be controlled. To live near trees is to accept some degree of risk. The only way to eliminate all risk associated with trees is to eliminate all trees.

Risk assessments were neither requested nor performed on any of the trees for this project.

CY CARLBERG
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Education	B.S., Landscape Architecture, California State Polytechnic University, Pomona, 1985 Graduate, Arboricultural Consulting Academy, American Society of Consulting Arborists, Chicago, Illinois, February 2002 Graduate, Municipal Forestry Institute, Lied, Nebraska, 2012
Experience	Consulting Arborist, Carlberg Associates, 1998-present Manager of Grounds Services, California Institute of Technology, Pasadena, 1992-1998 Director of Grounds, Scripps College, Claremont, 1988-1992
Certificates	Certified Arborist (#WE-0575A), International Society of Arboriculture, 1990 Registered Consulting Arborist (#405), American Society of Consulting Arborists, 2002 Certified Urban Forester (#013), California Urban Forests Council, 2004 Qualified Tree Risk Assessor, International Society of Arboriculture, 2011

AREAS OF EXPERTISE

Ms. Carlberg is experienced in the following areas of tree management and preservation:

- Tree health and risk assessment
- Master Planning
- Historic landscape assessments, preservation plans, reports
- Tree inventories and reports to satisfy jurisdictional requirements
- Expert Testimony
- Post-fire assessment, valuation, and mitigation for trees and native plant communities
- Value assessments for native and non-native trees
- Pest and disease identification
- Guidelines for oak preservation
- Selection of appropriate tree species
- Planting, pruning, and maintenance specifications
- Tree and landscape resource mapping – GPS, GIS, and AutoCAD
- Planning Commission, City Council, and community meetings representation

PREVIOUS CONSULTING EXPERIENCE

Ms. Carlberg has overseen residential and commercial construction projects to prevent damage to protected and specimen trees. She has thirty-five years of experience in arboriculture and horticulture and has performed tree health evaluation, value and risk assessment, and expert testimony for private clients, government agencies, cities, school districts, and colleges. Representative clients include:

The Huntington Library and Botanical Gardens
The Los Angeles Zoo and Botanical Gardens
The Rose Bowl and Brookside Golf Course, Pasadena
Walt Disney Concert Hall and Gardens
The Art Center College of Design, Pasadena
Pepperdine University
Loyola Marymount University
The Claremont Colleges (Pomona, Scripps, CMC, Harvey Mudd, Claremont Graduate University, Pitzer, Claremont University Center)
Quinn, Emanuel, Urquhart and Sullivan (attorneys at law)
Getty Trust – Eames House
Historic Resources Group
The City of Claremont
The City of Beverly Hills
The City of Pasadena
The City of Los Angeles
The City of Santa Monica
Santa Monica/Malibu Unified School District
San Diego Gas & Electric
Los Angeles Department of Water and Power
Rancho Santa Ana Botanic Garden, Claremont
Latham & Watkins, LLP (attorneys at law)
Architectural Resources Group
AHBE Landscape Architects
Moule and Polyzoides, Architects and Urbanists

AFFILIATIONS

Ms. Carlberg serves with the following national, state, and community professional organizations:

- California Urban Forests Council, Board Member, 1995-2006
- Street Tree Seminar, Past President, 2000-present
- American Society of Consulting Arborists Academy, Faculty Member, 2003-2005; 2014
- American Society of Consulting Arborists, Board of Directors, 2013-2015
- Member, Los Angeles Oak Woodland Habitat Conservation Strategic Alliance, 2010-present

Appendix IS-2

Historical Resources Assessment Report

6000 Hollywood Boulevard Project

Historical Resources Technical Report

Prepared for:

Hines
444 S. Flower Street, Suite 2100
Los Angeles, CA 90071

Prepared by:

Architectural Resources Group
Los Angeles, CA

May 11, 2023

TABLE OF CONTENTS

1. Introduction

1.1. Report Overview

Architectural Resources Group (ARG) has prepared this Historical Resources Technical Report for the 6000 Hollywood Boulevard Project (the Project). The Project Site occupies three legal parcels in the Hollywood Community Plan Area of Los Angeles and is located on the south side of Hollywood Boulevard, between Gower Street to the west and Bronson Avenue to the east. [1] The Project Site is currently developed with the Toyota of Hollywood car dealership. The Hollywood Freeway (U.S. 101) is located to the east, and the Hollywood Boulevard Commercial and Entertainment District is located to the west.

The Project Site is anchored by an automobile showroom building that was constructed in 1970. It also contains multiple ancillary structures and surface parking facilities that are associated with the existing automobile dealership. The showroom building and most of the ancillary structures were designed by architect Leason Pomeroy III, and exhibit some characteristics of the Mid-Century Modern style.

The Project involves demolition of the existing automobile dealership and associated uses, and construction of a new mixed-use development. The new development will comprise 501,185-sf of new residential, commercial, and retail uses distributed across multiple structures, with ample public and private open space. The Project consists of three anchor buildings of various heights, with eleven smaller buildings arranged in a "village" configuration and open space in between. Up to three levels of below-grade parking serve as the platform for the Project, with an activated sidewalk along Hollywood Boulevard to accommodate pedestrian traffic. The Project uses high-quality materials throughout. It also employs landscaping to create an urban oasis for the Project's residents, workers, and visitors.[2]

The purpose of this Historical Resources Technical Report is to fulfill the requirements of the California Environmental Quality Act (CEQA) as they relate to historical resources. As described in the CEQA Guidelines, "a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment."[3]

Toward this end, this report includes an evaluation of the Project Site to determine if any of its improvements are eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, and/or local (City of Los Angeles) designation. It also includes an evaluation of impacts of the Project to historical resources on, and adjacent to, the Project Site.[4]

In summary, ARG arrives at the following conclusions regarding the Project Site:

- There are no historical resources on the Project Site. The buildings and other site improvements associated with the Toyota of Hollywood dealership are not eligible for listing in the National

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[1] Assessor Identification Numbers (AINs) associated with the site include 5545.005.005, 5545.005.022, and 5545.006.029.

[2] A detailed description and renderings of the Project are included in *Section 8: Impacts Analysis*..

[3] California Public Resources Code, Section 21084.1.

[4] For the purposes of this study, "vicinity" refers to parcels adjacent to/abutting the Project Site or within view of the Project Site. Refer to *Section 7: Adjacent Historical Resources* of this report for more information.

Register, the California Register, and/or local (City of Los Angeles) designation, and are therefore not “historical resources” for purposes of CEQA.

- There are historical resources located adjacent to the Project Site including one designated historical resource (Hawaii Theatre), which is listed in the California Register; and three potential historical resources (Palms Grill, Florentine Gardens, and Celia Kreutzer Apartments), which were identified as eligible for listing in the California Register and local (Los Angeles Historic-Cultural Monument) designation in a 2020 historic resources survey of the Community Redevelopment Agency (CRA-LA)’s Hollywood Redevelopment Project Area.
- The Project will not result in direct impacts to historical resources since there are no historical resources located on the Project Site.
- The Project will not result in any indirect impacts to historical resources located adjacent to the Project Site. The Project will not require the demolition or alteration of adjacent historical resources, nor will it result in changes that will materially impair the significance of the resources.

The following sections include a detailed discussion of how these determinations were made.

1.2. Field and Research Methods

Preparation of this report included the following tasks related to research, documentation, and analysis:

- Site visit in March 2022, to assess existing conditions and document buildings and other site improvements with digital photographs;
- Review of pertinent background materials including local ordinances, historic resource survey data, and other reference materials related to the evaluation of historical resources;
- Review of applicable background materials including the State of California’s Built Environment Resource Directory (BERD) and historic resource survey data for the Hollywood community;[5]
- Archival research about the property’s development history, design, and occupancy;
- Identification of applicable historic contexts and themes;
- Evaluation of the site and its requisite improvements against federal (National Register), state (California Register), and local (Los Angeles Historic-Cultural Monument) designation criteria; and
- Identification of potential historical resources in the vicinity of the Project Site.[6]

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[5] The Built Environment Resources Directory (BERD) database provides information about non-archaeological resources in the California Office of Historic Preservation (OHP)’s inventory. For more information, refer to https://ohp.parks.ca.gov/?page_id=30338.

[6] For the purposes of this study, “vicinity” refers to parcels directly adjacent to/abutting the subject property or directly across the street (Hollywood Boulevard) from the subject property.

Research materials were obtained from the following sources: the Los Angeles Public Library; the archives of the *Los Angeles Times* and other local publications; building permits obtained from the Los Angeles Department of Building and Safety; historic city directories of Los Angeles; online repositories; and ARG's in-house collection of architectural books, periodicals, and reference materials. To comply with public health directives imposed during the ongoing COVID-19 pandemic, most research was conducted using online sources of information. A complete list of courses is listed in *Section 10: Bibliography* of this report.

1.3. Preparer Qualifications

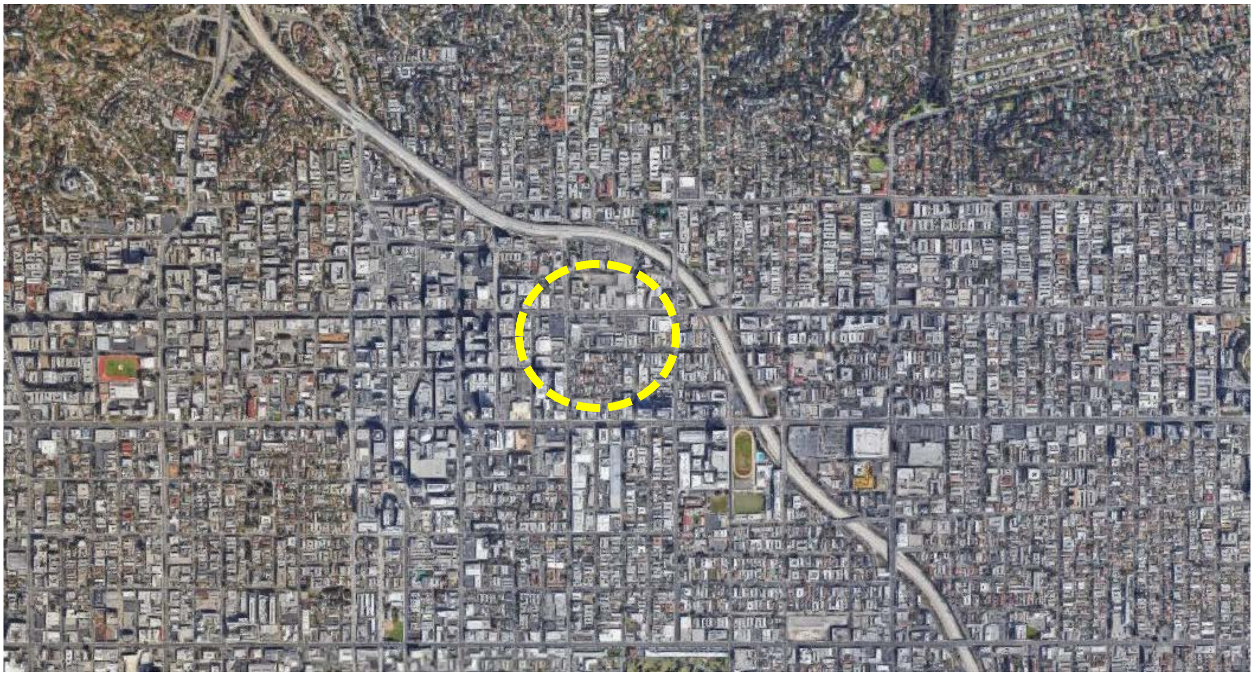
This report was prepared by ARG staff Katie E. Horak, Principal; Andrew Goodrich, AICP, Senior Associate; and Rosa Lisa Fry, all Architectural Historians and Preservation Planners who meet the *Secretary of the Interior's Professional Qualification Standards*, 36 CFR Part 61, in the discipline of Architectural History.

2. Physical Description

2.1. General Setting

6000 Hollywood Boulevard is located in central Hollywood. It sits about one block west of the Hollywood Freeway (U.S. 101) and two blocks east of the Hollywood Boulevard Commercial and Entertainment District, which was listed in the National Register of Historic Places in 1984. (The eastern boundary of the district is Argyle Avenue).[7] This stretch of Hollywood Boulevard is somewhat sporadically developed with low-rise commercial and institutional buildings that were constructed at various periods in the twentieth century and are designed in various architectural styles. There is little cohesion between these adjacent buildings aside from the fact that they are used for commercial and institutional purposes. The area contains a substantial number of surface parking lots, which detract from the cohesion of the streetscape. This area of Hollywood is flat and has no variation in topography. Streets adhere to a rectilinear grid aside from the Hollywood Freeway (U.S. 101), which charts an irregular course through the Hollywood area.

The subject property occupies a large site on the south side of Hollywood Boulevard, between Gower Street (west) and Bronson Avenue (east). It encompasses three legal parcels. The site's western boundary abuts two low-scale commercial buildings that are used as dance and recording studios; its eastern boundary abuts a surface parking lot; and its south boundary abuts multi-family residences with frontage on Carlton Way. A portion of the southern boundary jogs south and also has frontage on Carlton Way.



Location map. The general location of the subject property is noted in yellow (Google Maps, annotations by ARG)

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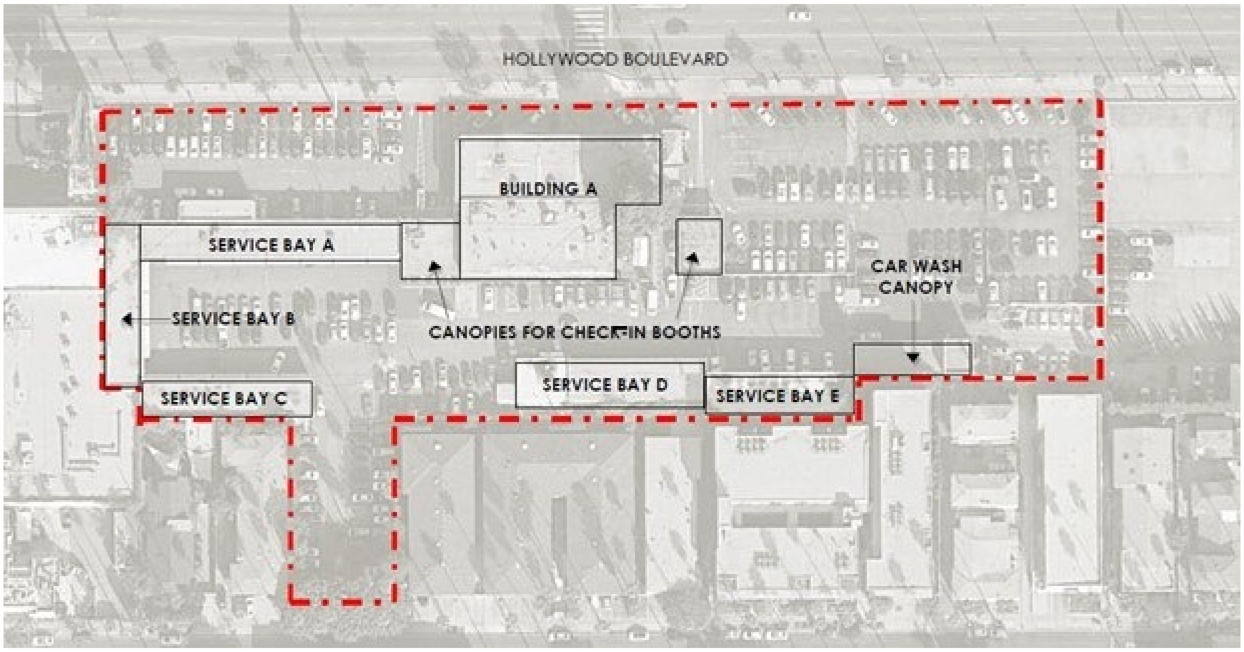
[7] National Register of Historic Places Inventory-Nomination Form, Hollywood Boulevard Commercial and Entertainment District, prepared by Christy Johnson McAvoy of Hollywood Heritage, Aug. 1, 1984.

Boundary map. The boundaries of the subject property are noted in yellow (Google Maps; annotations by ARG)

2.2. Architectural Descriptions

There are multiple buildings and features on the subject property including an auto showroom building, six ancillary structures that are used for auto servicing, and a freestanding canopy structure. A site plan showing the location of the building/structures is included below, followed by a description of each.



Site plan. The boundaries of the subject property are outlined in red; building/structure footprints are outlined in black and labeled accordingly (Hines)

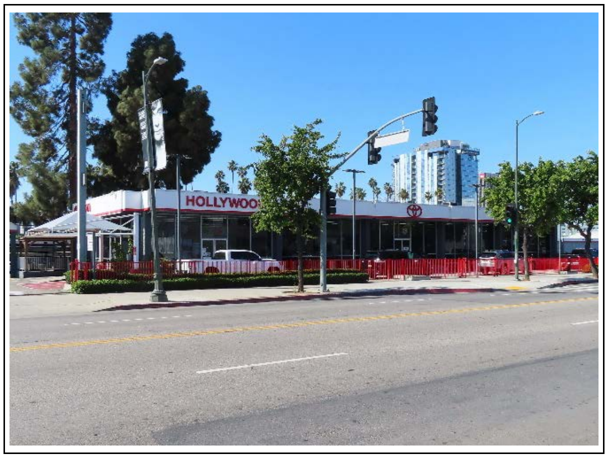
Building A (auto showroom – built 1970)

The property is anchored by an automobile showroom building that is located at the north end of the dealership site and fronts onto Hollywood Boulevard. It was built in 1970 and designed in the Mid-Century Modern style.[8] The building reads as one story tall when viewed from the street, though it has a partial second story at the rear (south). The building is L-shaped in plan, is constructed of concrete block, and sits on a poured concrete foundation. It is capped by a flat roof with rolled asphalt sheathing and a low parapet. Exterior walls lack surface cladding and consist of exposed, painted split-face concrete blocks.

The primary façade faces north, toward Hollywood Boulevard, and is five bays wide. Each bay is delineated by squared, split-face concrete block columns that span the building's height. This façade is extensively glazed with fixed aluminum display windows. Two building entrances are integrated into the glazed wall, each of which consists of paired, glazed aluminum doors and is approached by concrete steps. This fenestration pattern wraps around to the side (east, west) façades, each of which also has an entrance comprising paired, glazed aluminum doors. The west-facing entrance is set within a deep recess.

The building's rear volume – including its rear (south) façade and the rear sections of the east and west façades – has less public visibility and exudes a utilitarian appearance. Features include secondary entrances (generally consisting of solid metal doors) and sliding metal windows. A canopy structure is appended to the west façade, connecting this building with an adjacent structure on the site (Service Bay A). The canopy serves as the primary point of ingress to the dealership's service department, and is flanked by small metal booths that are staffed by attendants and are used to control access to the site.

Decorative details are limited to wall-mounted channel letter signage that is affixed to the north, east, and west eaves. The signage spells "TOYOTA" and "HOLLYWOOD," and features the company's insignia.



Building A, primary/north façade, view southwest (ARG, 2022)

Building A, primary/north façade, view southeast (ARG, 2022)

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[8] Los Angeles Department of Building and Safety, Permit No. LA10106, issued Jun. 1970.


Building A, east façade, view northwest (ARG, 2022)


Building A, south façade, view northwest (ARG, 2022)


Canopy structure appended to the west façade of Building A (left), view south (ARG, 2022)


Canopy structure appended to the west façade of Building A (right), view north (ARG, 2022)

Service Bay A (auto servicing and sales – built 1970)

At the northwest corner of the property is an ancillary structure (Service Bay A), which is appended to the adjacent showroom building via the aforementioned canopy and, like the showroom, is visible from the street. This structure is used for automobile servicing and also contains the sales office for the dealership's pre-owned car department. This structure was built in 1970.[9] While it exhibits some loose characteristics of the Mid-Century Modern style, it reads as a vernacular structure and contains minimal articulation. The structure has a long rectangular plan, is constructed of concrete blocks, and sits on a poured concrete foundation. It is capped by a flat roof with rolled asphalt sheathing and a low parapet. Its exterior walls lack surface cladding and consist of exposed, painted split-faced concrete blocks.

The primary façade faces north and is four bays wide. Three bays consist of solid walls and lack fenestration or other architectural details. The fourth bay – positioned off-center toward the west end of the structure – contains the entrance to the pre-owned sales office. The entrance consists of glazed

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[9] Ibid.

sliding aluminum doors with fixed transoms and sidelights, and is approached by concrete steps. Channel letter signage is affixed to the eave. The rear (south) façade is utilitarian and comprises eight service bays.

Service Bay A, primary/north façade, view southwest (ARG, 2022)

Service Bay A, primary/north façade, view southeast (ARG, 2022)

Service Bay A, detail of entrance on north façade, view southwest (ARG, 2022)

Service Bay A, south façade, view northwest (ARG, 2022)

Service Bays B and C (auto servicing – built 1970)

Two additional ancillary structures (Service Bays B and C) are located at the southwest corner of the site and abut the west and south lot lines, respectively. Both are used for automobile servicing and are largely obscured from public view. They were built in 1970, and are utilitarian structures that lack the characteristics of a particular architectural style.[10] Each structure is rectangular in plan, is built of concrete blocks, sits on a poured concrete foundation, and is capped by a flat roof with rolled asphalt sheathing and a low parapet. Each structure is divided into multiple service bays. There are no decorative details of note associated with either structure.

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[10] Ibid.

Service Bay B (at center rear), view west (ARG, 2022)

Service Bay C, view southwest (ARG, 2022)

Service Bay D (auto servicing – built 1960, expanded 1970)

Located to the rear (south) of the auto showroom building is a fourth ancillary structure that is used for automobile servicing and is largely obscured from public view. This structure was constructed in 1960 and expanded in 1970.[11] It, too, is utilitarian and lacks the characteristics of a particular architectural style. The structure is rectangular in plan, is constructed of corrugated metal and concrete blocks, and sits on a poured concrete foundation. It is capped by a flat roof with rolled asphalt sheathing, and its north façade is divided into multiple service bays. There are no decorative details of note associated with the structure.

Service Bay D, view southwest (ARG, 2022)

Service Bay D, view southeast (ARG, 2022)

Service Bay E (auto servicing – built 1973)

A fifth ancillary structure (Service Bay E), which is also used for auto servicing, is appended to the east façade of Service Bay D and is set far back at the rear of the site. This structure was built in 1973 and, like

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[11] Ibid; original construction date (1960) gleaned from the Los Angeles County Office of the Assessor.

most other improvements on the property, it lacks the characteristics of a particular architectural style.[12] The structure is rectangular in plan, is constructed of concrete blocks, sits on a poured concrete foundation, and is capped by a flat roof with rolled asphalt sheathing and a low parapet. The north façade is divided into four service bays. There are no decorative details of note associated with this structure.

Service Bay E, view south (ARG, 2022)

Car Wash Canopy (auto washing and detailing – built 1950)

Located to the east of Service Bay E is a sixth ancillary structure (called the Car Wash Canopy), which is used to wash and detail cars. This structure was built in 1950 as an automobile servicing and repair facility for a different enterprise, and was later incorporated into the Toyota of Hollywood facility.[13] It is vernacular and lacks the characteristics of an architectural style. The structure is built of cast concrete, sits on a poured concrete foundation, and has a rectangular footprint. It is capped by a flat roof with rolled asphalt sheathing and a parapet. Exterior walls consist of painted concrete with vertical striations.

The building's massing is split between two volumes. The west volume is one story tall and is divided into multiple open bays, which are supported by squared concrete posts. The east volume is two stories tall, with a single garage bay at ground level and office space up above. This garage bay is enclosed by a hinged metal garage door and is flanked by a single paneled wood door. Two steel windows with fixed and awning sashes and divided lights surmount the garage bay. The glazing has been painted over on each window. The east façade features an exterior metal staircase with a galvanized steel handrail, which provides access to the upper story via a single paneled metal door on the upper story of the east façade.

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[12] Los Angeles Department of Building and Safety, Permit No. LA77010, issued Dec. 1973.
[13] Los Angeles Department of Building and Safety, Permit No. 18246, issued Jan. 1950.

Car Wash Canopy, view south (ARG, 2022)

Car wash canopy, view southwest. Note exterior stair and upper-story entrance (ARG, 2022)

<u>Entrance Canopy (built 1982)</u>

To the east of the auto showroom building is a freestanding entrance canopy structure that was constructed in 1982.[14] The canopy is a small, utilitarian structure that acts as a point of ingress to the auto servicing and detailing facilities at the rear of the site. It has a rectangular plan, is constructed of wood frame, and sits on a poured concrete foundation. The structure is capped by a flat roof with rolled asphalt sheathing and a low parapet. The structure is supported by squared wood posts that are clad in stucco.

Entrance Canopy, view south (ARG, 2022)

Entrance canopy, view southwest (ARG, 2022)

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[14] Los Angeles Department of Building and Safety, Permit No. LA52597, issued Oct. 1982.

2.3. Site and Landscape Features

Typical of car dealerships, the site contains an abundance of paved surface parking, which is primarily used for the display of vehicles for sale but is also used for vehicle servicing and on-site customer parking. These parking facilities are accessed from the north, via curb cuts and driveways facing Hollywood Boulevard, and are illuminated by “cobra-head” style metal lights. The north property line is delineated by a low metal perimeter fence. Other site features include concrete block retaining walls in the parking lot, and multiple freestanding pole signs installed along the north property line. A cinder block retaining wall and chain link fence spans the small portion of the south lot line that has frontage on Carlton Way.

On-site landscaping is sparse. Landscape features are generally confined to the perimeter of the auto showroom building and consist of Canary Island pine trees and small manicured shrubs. There are also some small trees and shrubs adjacent to the entrance to the pre-owned sales office (Service Bay A), and a single Canary Island pine tree adjacent to that building. The parkway space along Hollywood Boulevard is planted with ornamental pear and Mexican fan palm trees. The portion of the south lot line that fronts onto Carlton Way is planted with ficus trees that create a buffer between the site and its residential environs.

Freestanding pole sign at northwest corner of property, view west (ARG, 2022)

Freestanding pole sign to the east of Building A/auto showroom, view west (ARG, 2022)

Surface parking at front of site, east of Building A/auto showroom, view southeast (ARG, 2022)

Surface parking at rear of site, view east (ARG, 2022)

3. Site History and Alterations

3.1. Site History

The subject property at 6000 Hollywood Boulevard spans multiple parcels that originally developed independent of one another and were eventually consolidated into a single site, which was improved with the existing car dealership (built 1970) that is currently occupied by Toyota of Hollywood.

The various parcels associated with the subject property were all subdivided in 1902 as part of two adjacent subdivisions: the Mount View Tract and the Brokaw Tract No. 2.[15] Between them, the two tracts contained four dozen parcels on the south side of Prospect Avenue (now Hollywood Boulevard), between Gower Street and Bronson Avenue. These were among many new tracts to be recorded in Hollywood following the completion of a streetcar line down Prospect Avenue at the turn of the twentieth century.[16]

In its nascence, Prospect Avenue/Hollywood Boulevard was a predominantly residential street, and consistent with this pattern the earliest development of the subject parcels consisted of single-family houses that were oriented toward the boulevard.[17] However, by the 1920s "Hollywood Boulevard had transformed into a tightly-developed commercial center with most blocks containing one- and two-story storefront buildings with taller, more impressive buildings at corners."[18] The subject parcels were emblematic of this shift. By circa 1920 many of the original houses on the site had been replaced by low-scale commercial buildings; those that remained were converted to offices and other commercial uses.

Hollywood Blvd, looking east from Gower St, ca. early 1900s. The subject site, then-developed with houses, is pictured at right (Los Angeles Public Library)

Hollywood Blvd, looking east from Gower St, ca. 1920s. By this time most of the houses had been replaced with businesses (Los Angeles Public Library)

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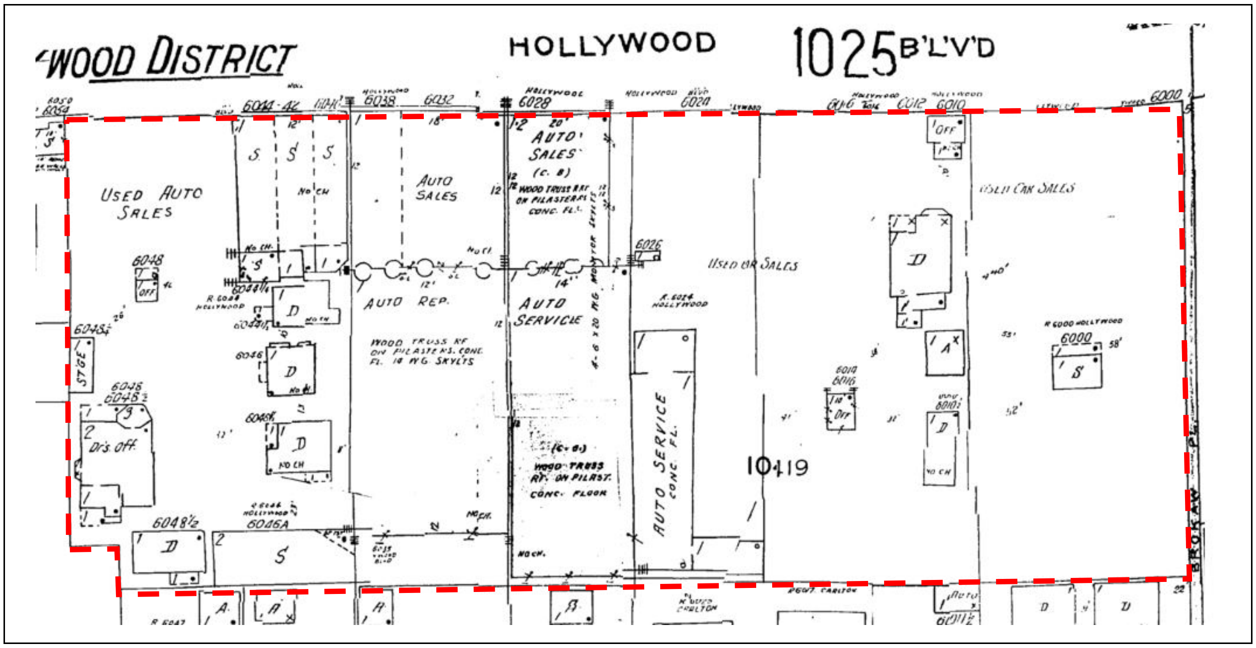
[15] Subdivision maps of the Mount View Tract, Map Book 2-56 (Sept. 1902), and the Brokaw Tract No. 2, Map Book 2-67 (Sept. 1902), accessed Mar. 2022 via the Los Angeles County Department of Public Works.

[16] "Historic Resources Survey Report, Hollywood Redevelopment Plan Area," prepared for CRA/LA by Architectural Resources Group, GPA Consulting, and Historic Resources Group, Jan. 28, 2020, 15.

[17] Development patterns gleaned from building permits, city directories, and Sanborn maps of the site and its environs.

[18] "Historic Resources Survey Report, Hollywood Redevelopment Plan Area," 2020, 48.

Auto-related commercial uses have occupied the subject property since the early days of car travel. In 1919, Jack Germond, touted as "one of the best-known automobile salesmen in the city," opened an automobile showroom in a building at 6028 Hollywood Boulevard that sold cars under the Cleveland banner.[19] In subsequent years the building was occupied by various other auto-oriented tenants including a garage, a tire shop, and small car dealers that sold Graham-Paige, DeSoto, Plymouth, Nash, Lincoln-Zephyr, Hudson, and Packard-branded vehicles. An adjacent building at 6032 Hollywood Boulevard also served as a showroom and garage, and several used car lots also operated nearby. By the late 1940s, 6028 Hollywood Boulevard was being used as a Lincoln-Mercury dealership; by the 1950s, it was operating as Hollywood Ford and sold and serviced cars under the Ford, Lincoln, and Mercury banners.[20]



Sanborn map showing the 6000 block of Hollywood Blvd, 1950. The parcels marked in red were later consolidated into a single site and developed with the present-day dealership (Los Angeles Public Library; annotations by ARG)

In 1957, Toyota Motors – then an obscure company with little name recognition outside of Japan – ventured overseas and launched a presence in the United States for the first time. That year, Toyota leased a small storefront at 6032 Hollywood Boulevard and from this space, opened the first headquarters for Toyota Motor Sales USA, Inc., the sales division of its North American operations. This modest storefront also contained a showroom that was used to display Toyota's first North American car, a small (and much derided) model called the Toyopet Crown, when it was released in 1958.[21]

The Toyopet Crown had a rocky launch. Designed for the rough and rutted roads of Japan, it struggled to perform on America's smooth, free-flowing highways. "Coupled with its small size, many Americans jokingly called it a Japanese motorized stroller," and dismal sales led the company to discontinue imports

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[19] "Firm Will Build Cleveland Bodies," *Los Angeles Evening Express*, Oct. 18, 1919.

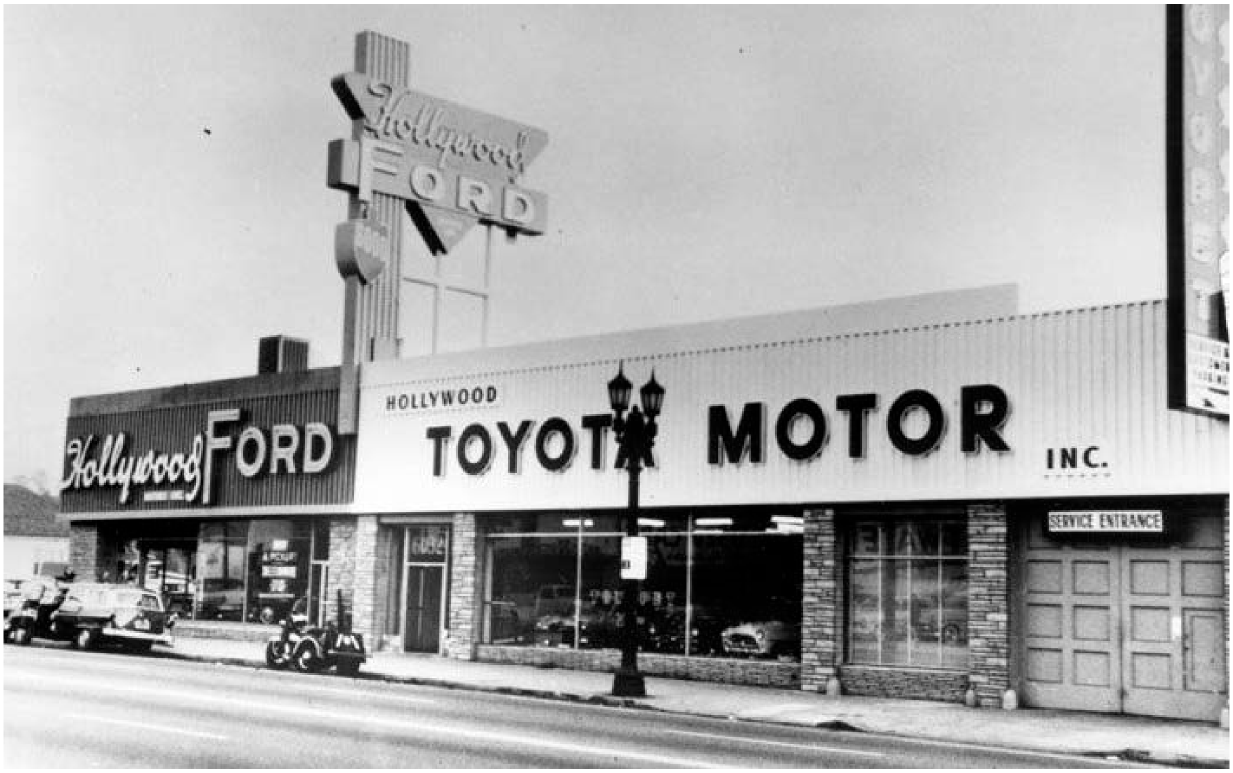
[20] Information about tenancy was gleaned from Los Angeles City Directories, accessed Mar. 2022 via the Los Angeles Public Library.

[21] Wanda James, *Driving From Japan: Japanese Cars in America* (Jefferson, NC: McFarland & Company Inc, 2005), 44.

and sales of the Toyopet Crown by 1960.[22] However, by the 1960s Toyota had found its footing and introduced popular (and better performing) models like the Corona and Corolla, which bolstered the company's image. In 1967 Toyota moved its headquarters from Hollywood to a new site in Torrance.[23]

Toyopet Crown, 1958 (Toyota USA)

6000 block of Hollywood Bl. Toyota's original headquarters is visible at center (Toyota of Concord)



Original location of Toyota's sales headquarters at 6032 Hollywood Blvd. This building was demolished in 1970 to accommodate construction of the present-day dealership (Toyota USA)

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[22] Vlad Radu, "The Forgotten Story of the First Toyota Sold in the U.S., the Toyopet Crown," Mar. 11, 2021, accessed Mar. 2022.

[23] Sam Gnerre, "South Bay History: Toyota in Torrance," *Daily Breeze*, Feb. 24, 2010, updated Sept. 6, 2017.

In 1970, permits were issued to demolish the existing buildings along the south side of Hollywood Boulevard, east of Gower Street, with the address range of 6000-6048 Hollywood Boulevard. The Toyota sales building (6032 Hollywood) and Hollywood Ford showroom (6028 Hollywood) were among the buildings that were demolished, in addition to a number of commercial buildings and houses that once flanked this section of the boulevard. The various legal parcels associated with these buildings were consolidated into a single site with the address 6000 Hollywood Boulevard, on which a new, modern dealership was constructed in 1970. Designed by architect Leason Pomeroy III of Orange County, this new dealership was much more sprawling than the facilities that it replaced. The new site was anchored by a showroom building at the street; to its rear were ancillary structures that were used for service and detailing, The site included an abundance of paved surface parking that was used to display its inventory.

Permit records and city directories indicate that the dealership was constructed for the Ford Motor Company and principally operated as a Lincoln and Mercury dealer upon its construction, though various Toyota models were also sold here and constituted a portion of the dealer's sales. By the 1980s the dealership was operating under the name "Hollywood Toyota-Lincoln-Mercury"; by the 2000s, Lincoln and Mercury had been stripped from the name and the dealer was known as "Toyota of Hollywood."[24] Toyota of Hollywood continues to operate from this location.

3.2. Development Chronology

Following is a chronology of development and use of 6000 Hollywood Boulevard. Source materials include online building permits obtained from the City of Los Angeles Department of Building and Safety, Sanborn Fire Insurance Maps, historical newspaper articles from the *Los Angeles Times* and other local publications, historical photographs of the building and site, and other pertinent archival materials.

Prior to 1970, the property spanned multiple parcels and included a variety of buildings, all of which were demolished to accommodate construction of the present-day dealership, which was built in 1970. While many permits were issued prior to 1970, they pertain to buildings that are no longer extant. This section focuses on the period of 1970 onward to focus on what is currently present at the subject property. Some basic information from the pre-1970 period is included for purposes of context.

Pre-1970

Pre-1970	What is now a single site at 6000 Hollywood Blvd consisted of multiple buildings that were constructed independent of one another. These buildings were primarily used for commercial purposes and housed a variety of tenants. Among these tenants were auto-oriented businesses including a Ford dealership at 6028 Hollywood Blvd. The properties also contained several houses that had been repurposed into offices and commercial uses.

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[24] Gleaned from classified ads and display ads (various dates), *Los Angeles Times*.

1950	Permit issued to construct a 2-story automobile servicing and repair building at the rear of 5960 Hollywood Boulevard, which was then used as a used car dealership. (This is the current Car Wash Canopy). This structure was retained and incorporated into the present-day dealership when it was built in 1970. T.G. Atkinson is listed as the engineer; L.L. Hayes is listed as the contractor; Gordon Warren, Inc. is listed as the owner (Permit No. LA18246).
1957	Toyota Motor Sales, U.S.A., the first North American subsidiary of the Toyota company, opened in a leased commercial building at 6032 Hollywood Blvd. This building was used as the company's first North American headquarters, and also contained a small showroom that was used to display and sell its inaugural U.S. model, the Toyopet Crown. This building was demolished, and there are no physical remnants of it remaining at the property.
1960	One-story service bay constructed at the rear of the Hollywood Ford dealership at 6028 Hollywood Blvd (now Service Bay B). This structure was retained and incorporated into the present-day dealership when it was built in 1970 (L.A. County Office of the Assessor).
1967	Toyota moved its headquarters from 6032 Hollywood Blvd to a new campus in Torrance. The Hollywood Blvd building continued to operate as a showroom and dealer following this move.

1970-Present

1970	Permits issued to demolish existing buildings on the parcels spanning 6022-6046 Hollywood Blvd and clear the site. This included the building at 6032 Hollywood Blvd that had been used by Toyota Motor Sales. Valley Loader Service Inc. is listed as the contractor; Ford Motor Co. is listed as the owner (Permit Nos. LA09928, LA09929, LA09930, LA09932, LA09933). Permit issued to construct a new, one- and two-story auto sales and service building. This culminated in the construction of the present-day showroom (Building A) and Service Bays A, B, and C. Leason Pomeroy III is listed as the architect; Snyder-Langston, Inc. is listed as the contractor; Ford Motor Co. is listed as the owner (Permit No. LA10106). Permit issued to build a 30'X30' addition to an existing service building (now Service Bay D). Leason Pomeroy III is listed as the architect; Snyder-Langston, Inc. is listed as the contractor; Ford Motor Co. is listed as the owner (Permit No. LA10107).
1973	Permit issued for a new one-story auto sales and repair building (Service Bay E). Ford Leasing Devel. Co. is listed as the owner (Permit No. LA77010).
1982	Permit issued to construct new wood-framed canopy structure (Entrance Canopy). Paul Winter is listed as the engineer; John S. Mason is listed as the contractor; Hollywood Toyota/ Lincoln Mercury is listed as the owner (Permit No. LA52597). Permit issued to enclose display area, erect partition, and add one toilet. The scope of work is interior only. Paul Winter is listed as the engineer; Hollywood Toyota/ Lincoln Mercury is listed as the owner (Permit No. LA52598).

1983	Permit issued to construct interior partition on the ground floor of the showroom building. The scope of work is interior only. Hollywood Toyota is listed as the owner (Permit No 76549).
1985	Permit issued to enlarge mezzanine in the showroom building. The scope of work is interior only. Industrial Structures is listed as the architect; Anker Jacobsen is listed as the contractor; Hollywood Toyota is listed as the owner (Permit No. LA27796).
1990	Permit issued to add waiting room and small office within existing showroom building. The scope of work is interior only. Joseph Minoru Wstari [sic] is listed as the architect; Hollywood Toyota is listed as the contractor and owner (Permit No. LA54634). Permit issued to change waiting area to auto sales area in the showroom building. The scope of work is interior only. The architect's name is illegible; Hollywood Toyota is listed as the contractor and owner (Permit No. LA57894).
1992	Permit issued for tenant improvement. The location and scope of work is not clear, but it appears to be interior only. W.E. Sullivan is listed as the contractor; Mike Sullivan is listed as the owner (Permit No. LA95654).
1994	Permit issued to tear off existing roof and install new roof. Supreme Roofing Co. is listed as the contractor; Hollywood Lincoln Mercury is listed as the owner (Permit No. LA27519).
2005	Permit issued to construct new 12'X64' commercial coach for office use; this appears to be a reference to a modular building. Toyota of Hollywood is listed as the contractor and owner (Permit No. 05010-20000-05833).
2010	Permit issued to tear off existing roofing and install new roof with Class A materials. Circle City Roofing Inc. is listed as the contractor; Hollywood Motor Properties LLC is listed as the owner (Permit No. 10016-40000-17681).
2017	Permit issued for interior remodeling and relocation of the cashier station in the showroom building. Albert Guerrero Avila is listed as the architect; Hi-Level Restoration and Const. is listed as the contractor; Hollywood Motor Properties LLC is listed as the owner (Permit No. 17016-10000-06989).

3.3. Alterations

The following alterations were noted during a site visit conducted by ARG in March 2022. When possible, these alterations were corroborated by the above-listed building permits, Sanborn Fire Insurance Maps, historic aerial imagery, parcel data from the Los Angeles County Office of the Assessor, and other archival sources of information. The below-listed alterations pertain to building exteriors and site features only; building interiors were not evaluated. If known, the date of the alteration is listed parenthetically.

- Additional service bay (Service Bay E) added to the rear of the site (1973)
- Canopy structure (Entrance Canopy) added to the east of the showroom building (1982)
- Original roofing material has been replaced (1994, 2010)
- Signage has been modified to accommodate name changes/tenant changes
- Metal perimeter fence has been added to the north property line

The property and its requisite improvements have experienced minimal alterations since the original construction of the present-day dealership in 1970.

4. Historic Contexts

4.1. Postwar Commercial Development in Hollywood

The subject site occupies a prominent location along Hollywood Boulevard, an internationally-renowned commercial and entertainment corridor that has long served as the commercial heart of Hollywood.

Commercial development has been an important component of Hollywood's built environment since the early decades of the twentieth century. Buoyed by the rise of Southern California's motion picture industry, the community witnessed its first wave of commercial growth in the 1920s and '30s, at which time Hollywood Boulevard became known as one of Los Angeles's premier shopping and entertainment districts. The corner of Hollywood and Vine was anchored by several height-limit buildings, many of which housed the offices of studio moguls.[25] Department stores, hotels, and other commercial uses flanked Hollywood Boulevard, and opulent movie palaces including Sid Grauman's Egyptian (1922), El Capitan (1926), and Chinese (1927) theatres and the Pantages (1930) drew scores of patrons and were anchors of the business district. The Brown Derby, a restaurant on Vine Street that opened in 1929, was an infamous celebrity haunt and one of Los Angeles's most iconic destinations during the Golden Age of Hollywood.[26]

Hollywood Boulevard retained its identity as a major shopping and entertainment hub throughout the economically volatile 1930s and '40s, and into the early 1950s. The glamour and mystique of the entertainment industry attracted steady stream of visitors, as described in 1997 by the *Los Angeles Times*:

> In its heyday from the late teens through the early 1950s, the boulevard was a complex fusion of the machinery of desire and the sleepiness of Main Street. Go to a premiere. Browse dusty books. It was all the same. The gaze of the aspiring starlet and the gaze of the shopper were interchangeable. And it was the interchangeability of those desires – of big dreams and small ones – that was Hollywood's unique urban legacy.[27]

Major new additions to Hollywood's commercial landscape continued well into the postwar years. In 1956, Capitol Records constructed a new West Coast headquarters near the legendary intersection of Hollywood and Vine. The 150-foot, thirteen-story office tower was "the first large office building to be constructed in Hollywood in more than two decades," and its unusual circular footprint and 90-foot-tall rooftop spire rendered the building an instant icon of Modern architecture.[28] In 1957, the City of Los Angeles rescinded its 150-foot building height limit, paving the way for large-scale commercial construction in the area. Hollywood's first post-height limit skyscraper – the 20-story Sunset and Vine Tower – was completed in 1963. At almost twice the height of any other building in the area, the Corporate Modern style tower, with its rectangular steel frame and glass curtain wall system, "presented

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[25] Nicolai Ouroussoff, "Could It Be Magic – Again?" *Los Angeles Times*, Nov. 23, 1997.
[26] Steve Harvey, "A New Brown Derby Tips Its Hat to the Past," *Los Angeles Times*, Oct. 23, 1987.
[27] Ouroussoff, "Could It Be Magic – Again?" *Los Angeles Times*, Nov. 23, 1997.
[28] "Historic Resources Survey Report, Hollywood Redevelopment Plan Area," 2020, 52.

a stark silhouette that radically altered the Hollywood skyline."[29] Similarly scaled skyscrapers were constructed in Hollywood in subsequent years, many of which were located along Sunset Boulevard.[30]

However, by this time the mystique surrounding Hollywood had begun to wane, and the infamous neighborhood had begun to decline. Construction of the Hollywood Freeway (U.S. 101) in the early 1950s dealt a blow to the area by severing Hollywood's residential neighborhoods from the activity along Hollywood Boulevard. In 1956, the iconic Hollywood Hotel at the intersection of Hollywood and Highland was demolished and "replaced by a banal office tower in a failed scheme to [re]develop the block."[31] Film and television studios relocated to more suburban locales like Burbank, as did many of Hollywood's affluent residents and the upscale stores and other establishments that they patronized. A pervasive lack of parking in central Hollywood further dissuaded people from patronizing shops along the boulevard.[32]

In 1958, the Hollywood Improvement Association unveiled plans to construct the Hollywood Walk of Fame on Hollywood Boulevard between Sycamore Avenue and Gower Street, and on Vine Street between Sunset Boulevard and Yucca Avenue. Composed of terrazzo pavers imbedded with stars featuring the names of figures important to the entertainment industry, the monument was intended to commemorate Hollywood's heritage, beckon tourists, and improve and beautify the local streetscape.[33] Ground was broken on the Walk of Fame in 1960, and ever since it has been an iconic local landmark and characteristic element of the linear commercial district that runs the length of Hollywood Boulevard.

Much of the new commercial development that occurred in Hollywood in the 1960s onward included vernacular structures like small strip malls, motels, and gas stations. With few exceptions, these buildings were designed with function – not aesthetics – in mind, and thus they lacked the architectural gravitas of the older buildings among which they were often sited. Increasingly, storefronts were occupied by unsavory businesses such as X-rated theaters and adult stores, low-cost motels, pawn shops, bars and liquor stores, and other commercial uses that belied the boulevard's illustrious past.

The area continued to decline. In 1984, Max Factor shuttered the headquarters of his eponymous cosmetics brand on Highland Avenue; in 1985, the Brown Derby – arguably Hollywood's most infamous celebrity haunt – closed, bringing an abrupt end to a storied era.[34] By the 1980s, "even generic stores like See's Candy, Thom McAn and Florsheim were gone," noted the *Los Angeles Times* about the declining state of the boulevard. "Testy civic leaders and bitter local merchants began heaping scorn on the street's 'bums' and 'creeps.' Abandoned storefronts. Pawnshops. Cheap lingerie. Gangs cruising in lowriders. In the public imagination, it was all part of the same urban wasteland, a once-glamorous ideal gone bad."[35]

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[29] Ibid, 52-53.

[30] Ibid, 53.

[31] Ouroussoff, "Could It Be Magic – Again?" *Los Angeles Times*, Nov. 23, 1997.

[32] "Historic Resources Survey Report, Hollywood Redevelopment Plan Area," 2020, 50-52.

[33] Ibid, 53; "First Star Set in Hollywood Walk of Fame," *Los Angeles Times*, Aug. 16, 1958.

[34] Judith Cummings, "Amid the Panhandlers, Hollywood Tries to Restore Its Former Glamour," *New York Times*, May 18, 1986.

[35] Ouroussoff, "Could It Be Magic – Again?" *Los Angeles Times*, Nov. 23, 1997.

In 1984, the Hollywood Boulevard Commercial and Entertainment District was listed in the National Register of Historic Places by local historic preservation advocates. In addition to celebrating the history of the boulevard, designation was intended to work toward reviving and enhancing its tarnished image.[36]

In an effort to curtail blight, the (now-defunct) Community Redevelopment Agency of Los Angeles (CRA-LA) established the Hollywood Redevelopment Plan Area in 1986, which spanned much of Hollywood Boulevard and almost all of central Hollywood.[37] (The subject site is located within the boundaries of the Redevelopment Plan Area). Using various tools at its disposal including tax increment financing and eminent domain, CRA-LA aspired to steer investment back into the area – a lofty aspiration that was met with some success. Successful projects that were made possible because of the involvement of CRA-LA include the renovation of the Egyptian Theatre in 1991, and the construction of a mammoth new commercial and entertainment complex at the corner of Hollywood and Highland, which was completed in 2001.[38] The Hollywood and Highland complex was the single-largest new construction project to occur along Hollywood Boulevard in several decades. Its presence was intended "to recapture the glamour and glitz of old Hollywood, to create a fashionable district that will draw both tourists and local shoppers."[39]

4.2. Toyota Motors

Since the 1950s, the subject site has been associated with Toyota Motors. It was the site of Toyota's first North American sales headquarters when the company came to the United States in 1957.

The Toyota company was conceived in the late nineteenth century by Japanese inventor and industrialist Sakichi Toyoda (1867-1930), known as the "king of Japanese inventors." Coming of age at the height of the Industrial Revolution, Toyoda was inspired by the spirit of innovation and was driven to invent something new and useful. After attending a machinery exposition in Tokyo, Toyoda launched his first successful (albeit humble) invention: a hand loom, which he patented in 1891. "The Toyoda wooden hand loom required only one hand to operate instead of two…[and] it removed the unevenness of the woven fabric," thereby improving quality and increasing efficiency by 40-50 percent.[40] Toyoda went onto further hone his innovative loom technology in subsequent years. He filed a variety of patents and pioneered the principle of *jidoka*, a quality control process wherein a machine stops itself when an abnormality occurs.[41]

Sakichi Toyoda's eldest son, Kiichiro Toyoda (1894-1952), is credited with modernizing his family's business, shifting its primary focus from the production of automated looms to automotive engineering. Kiichiro's interest in auto production was spurred by the Great Kanto Earthquake of 1923, which decimated Japan's railway system and resulted in a surge in demand for cars. Japan's lack of national

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[36] Stephen Braun, "Preservationists Out to Breathe Old Life Into New Hollywood," Los Angeles Times, Apr. 12, 1984; National Register of Historic Places Inventory-Nomination Form, Hollywood Boulevard Commercial and Entertainment District, prepared by Christy Johnson McAvoy of Hollywood Heritage, Aug. 1, 1984.

[37] "Historic Resources Survey Report, Hollywood Redevelopment Plan Area," 2020, 53.

[38] Nicolai Ouroussoff, "Splendor on the Boulevard," Los Angeles Times, Apr. 19, 1997; Mark Shiel and Tony Fitzmaurice, *Cinema and the City: Film and Urban Studies in a Global Context* (Malden, MA: Blackwell Publishers Ltd., 2001).

[39] Ouroussoff, "Could It Be Magic – Again?" *Los Angeles Times*, Nov. 23, 1997.

[40] Toyota Industries Corporation, "The Story of Sakichi Toyoda," accessed Mar. 2022.

[41] Toyota Motor Corporation, "The Inventions and Ideas of Sakichi Toyoda," 2012, accessed Mar. 2022.

automotive production, coupled with the prohibitive costs of imported European cars, meant that this demand was met almost entirely by U.S. automakers. Ford and General Motors established assembly plants in Japan during the 1920s and attained a near-total monopoly on automobile sales in the country.[42]

Kiichiro Toyoda began to take the company in new directions. In 1933 he established the Automotive Production Division of Toyoda; in 1934 he announced that the company intended to produce cars, and launched a prototypical straight-six engine called the Type A engine; and in 1935 he unveiled a prototype sedan (called the A1) and truck (called the G1).[43] In 1936, the prototypical A1 was redesigned and put into production as the AA (sedan) and AB (cabriolet/convertible) models. Also in 1936, the Japanese government designated the Toyoda company as an automobile manufacturer and supported its operations by preventing the import of the American competitors Ford and General Motors into Japan.[44]

As the company moved increasingly toward auto production, its name was changed from "Toyoda" to "Toyota." This change came at the behest of industry leaders who preferred "Toyota" since it was visually simpler, easier to pronounce, and would prevent the company from being associated with farming practices (as Toyoda translates to "fertile rice patties" in Japanese). The Toyota name was trademarked, and the automotive division of the company was registered as the Toyota Motor Company, Ltd. In 1937.[45]

During World War II, Toyota was producing four-wheel-drive vehicles for the Japanese Army and following the war the company was requested to produce Jeep-type trucks for the U.S. Armed Forces and Japan's Police Reserve Force. This vehicle evolved by 1954 into the Toyota Land Cruiser, which became a popular export in foreign markets including Asia, Latin America, and later the United States. An economical model called the Toyopet Crown was launched in 1955 and was Toyota's first true passenger car. Designed for Japan's rough roads, it was available in multiple versions including the standard Toyopet Crown, which was intended for everyday use; a posher model called the Crown Deluxe, which came equipped with radio and heater; and a durable model called the Master that was geared to taxi drivers.[46]

The Toyopet Crown was well-received in the domestic market, "being praised as a complete Japanese-made car well suited to local driving environments."[47] Given its success, Toyota officials began exploring an expansion into foreign markets, setting their sights on Europe and North America in particular. In 1957, company executives sent three ambassadors to Los Angeles to survey the U.S. market potential. Their research indicated that the U.S. presented a lucrative opportunity for growth as a substantial number of middle-income families "were moving to the suburbs and starting families, creating a demand for smaller, second cars."[48] Americans were also increasingly buying compact cars, most of which were built by European companies, showing that Americans, on the whole, were accepting of foreign vehicles.

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[42] Toyota Motor Corporation, "The Japanese Automotive Market," 2012, accessed Mar. 2022.

[43] Ibid.

[44] Phyllis A. Genther, *A History of Japan's Government-Business Relationship: The Passenger Car Industry* (Ann Arbor, MI: University of Michigan Press, 1990), 15-17.

[45] "August 28, 1937 – Toyota Motor Co. is Established," Aug. 28, 2016; accessed Mar. 2022.

[46] Toyota, "History of Toyota," accessed Mar. 2022.

[47] Joe Clifford, "Toyopet Crown: America's First Japanese Car," *Toyota UK Magazine*, Dec. 16, 2016, accessed Mar. 2022.

[48] Vlad Radu, "The Forgotten Story of the First Toyota Sold in the U.S., the Toyopet Crown," Mar. 11, 2021, accessed Mar. 2022.

In October 1957, company executives established Toyota Motor Sales, U.S.A. Inc., a California corporation, to secure a foothold in the U.S market – marking the beginning of Toyota's presence in the United States. The offices of Toyota's new North American sales division were located in a modest storefront building at 6032 Hollywood Boulevard, in a space that was previously occupied by a Rambler dealer and was shared with a Ford dealership. This site was selected because it had "airline access to Tokyo and because of its proximity to the Port of Los Angeles."[49] The company's first directly managed retail dealer – known as Hollywood Toyota – opened in February 1958 to coordinate retail operations, and was located in the headquarters building on Hollywood Boulevard.[50] Though some sources offer competing narratives, and company records from this period are murky, it is typically accepted that Hollywood Toyota was the first Toyota dealership to sell Toyota-branded vehicles in the United States.[51]

The first batch of Toyopet Crowns was imported to the United States and offered for sale in July 1958. The model was priced at $1,999 – about $500 more than the Volkswagen Beetle against which it was supposed to compete – but its lackluster performance thwarted sales.[52] Designed for Japanese roads that were characteristically rough, rutted, and unpaved, the Toyopet Crown did not perform well on the comparatively smooth American roads. "It took an eternity to reach 60 mph, and when it did, it shook so badly that drivers found it almost impossible to see out the rear-view mirror."[53] The company's own sales administrator, James McGraw, quipped that "this thing is underpowered, overpriced, and it won't sell" – a prediction that proved accurate, as only 287 Toyopet Crowns had been sold by the end of 1958.[54]

Faced with dismal sales and a faltering public reputation, Toyota discontinued exports of the Toyopet Crown and instead focused on promoting the more rugged Land Cruiser – a model that proved far more popular among the American public. In the early 1960s, Toyota focused on engineering a passenger car that was better suited to the American market, which eventually led to the unveiling of a new model called the Corona in the summer of 1965 – a car that proved better suited to the American auto market.[55]

In 1967, Toyota moved its headquarters out of the modest Hollywood Boulevard storefront and into a modern plant at 190th Street and Western Avenue in Torrance, which comprised more than 300,000 square feet and cost $1.3 million to construct.[56] Hollywood Toyota continued to operate as one of many local dealerships that sold and serviced Toyota vehicles. In 1970, the Hollywood Boulevard building and most adjacent structures were demolished to make way for a new dealership at 6000 Hollywood Boulevard, which primarily served as a Ford, Lincoln, and Mercury dealer but was also partially occupied by Hollywood Toyota. The present-day Toyota of Hollywood is housed within the 1970 facility.

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[49] Ibid.

[50] Ibid.

[51] Toyota Motor Corporation, "Establishment of Toyota Motor Sales, U.S.A. and Crown Exports," accessed Mar. 2022; "So Just Where Did Toyota Sell Its First Car in the United States?" Sept. 27, 2017, accessed Mar. 2022.

[52] Radu, "The Forgotten Story of the First Toyota Sold in the U.S., the Toyopet Crown (2021), accessed Mar. 2022.

[53] Ibid.

[54] Wanda James, *Driving From Japan: Japanese Cars in America* (Jefferson, NC: McFarland & Company Inc, 2005), 44.

[55] Ibid, 49-50.

[56] Ibid.

4.3. The Car and Car Services: Car Showrooms

Typical of auto dealerships, the subject site is anchored by an automobile showroom, a common type of auto-oriented commercial property that is used to exhibit, sell, service, and detail cars.

The architecture of car dealerships has evolved considerable over the history of automobile travel. In the earliest days of the passenger car, consumers purchased automobiles at a livery stable, carriage dealer, or bicycle shop from vendors who obtained a license to sell a particular make of car.[57] Purpose-built auto dealerships first emerged in Los Angeles just before World War I and were largely concentrated in Downtown Los Angeles, particularly on Flower and Figueroa streets. These early urban dealerships were housed in buildings that were unequivocally urban and were "often designed to resemble banks and first-class office buildings, clad in traditional styles," to assure consumers that they were dealing with a reputable vendor.[58] The various functions associated with the dealership – sales, service, repairs, washing and detailing – were all located under the same roof. Often, these buildings were multiple stories tall and included features like interior ramps and auto-sized elevators to provide access to upper story spaces.[59]

In addition to the large downtown dealerships, car companies also operated a number of smaller showrooms in suburban locales like Hollywood. These suburban showrooms were, in essence, "single-story versions of the multi-story central business district dealerships."[60] The typical suburban showroom was one story tall and rectangular in plan, and was dressed in the same mélange of historicist architectural styles. The typical façade was three bays wide, exhibited strict symmetry, and "consisted of an elaborate center entrance and symmetrically flanking show windows."[61]

Car sales dropped precipitously during the Great Depression, ushering in changes to the ways that automotive companies chose to market and sell their cars. Starting in the 1930s, car dealers increasingly eschewed their downtown facilities in favor of large, sprawling sites along major roads that allowed for dealers to spread out horizontally over a larger area. Unlike the dense, urbanized city blocks on which the earlier generation of dealerships sat, these modern dealerships were housed in low-slung buildings with a stronger horizontal emphasis and wide expanses of plate glass. The typical showroom from this era consisted of a single-story showroom building with an integral sign at the front of the dealership site, service bays to the rear, and ample on-site parking facilities. Historically derived details were replaced by the clean lines, rounded corners, and horizontal forms that were characteristic of the Streamline Moderne style and were seen as more befitting of a product associated with modernity and progress.

World War II curtailed auto sales and dealership construction but gave automakers the opportunity to study the ideal car showroom. By the postwar period a new dealership model had emerged involving smaller glassed-in showrooms, greater focus on automotive services, the added presence of used car lots, and dominant free-standing signs. Common features of showroom buildings constructed during the

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[57] SurveyLA, Los Angeles Citywide Historic Context Statement, "Context: Commercial Development 1850-1980, Theme: Commercial Development and the Automobile 1910-1970," Aug. 2016, 35.

[58] Ibid.

[59] Chester Liebs, *Main Street to Miracle Mile: American Roadside Architecture* (Baltimore: Johns Hopkins University Press, 1995), 77-84.

[60] SurveyLA, "Commercial Development and the Automobile," 2016, 36.

[61] Ibid.

postwar era included simple building forms, flat roofs, plain surfaces, and massive plate glass windows on main façades, which were used to display vehicles for sale. Signage – which had previously been incorporated into showroom buildings – was removed from the building and took the form of enormous, freestanding signs that drew attention and effectively served as billboards for their respective brands.[62]

The architecture of postwar car showrooms trended toward the Mid-Century Modern style, but the appearance and design of these buildings and any other dealership structures was intentionally subdued so that consumers' attention would be directed to the merchandise for sale and not to the building itself.

From the mid-1950s onward, the typical car showroom was reduced to a simple, minimalist box surrounded by an on-site surface parking lot. The primacy of the parking lot – as opposed to the showroom – as the focal point of a dealership became more important in the 1960s as dealers pivoted to displaying cars in expansive on-site parking lots rather than in dealerships. This shift necessitated even more space than the large lots of the 1950s, often resulting in dealership locations even further from urban cores. At the same time the showroom itself no longer needed to be strategically placed directly along the street, instead the rows of new cars parked out front served as their own advertisements.

Many of the newer dealerships are larger in size than their predecessors, but since the 1960s there has been a significant decrease in the total number of dealerships, both regionally and nationally. In part this has to do with space requirements – contemporary modes of selling require expansive on-site parking lots and a great amount of space – but also has to do with the fact that many American car brands have become defunct, and those that remain have largely consolidated their facilities. Showrooms and service bays at present have largely been relegated to the most basic of utilitarian forms, with only free-standing dealer signs attracting attention and imparting commercial intentions.[63]

4.4. Mid-Century Modern Architecture

The auto showroom building at 6000 Hollywood Boulevard (Building A) is designed in a modest interpretation of the Mid-Century Modern style, a popular choice for commercial architecture in the post-World War II period. The various ancillary structures on the subject site are vernacular but exhibit some loose characteristics of the Mid-Century Modern style, consistent with those of the showroom building.

"Mid-Century Modern" is a broad term that is used to describe the various derivatives of Modern architecture that flourished in the post-World War II period. These include post-war adaptations of the chaste and machined International Style, the rational aesthetic associated with post-and-beam construction, and more organic and expressive interpretations of the Modern architectural movement.

Various experiments in Modern architecture that were introduced in the early twentieth century eventually lent impetus to the Mid-Century Modern style. The International Style, which came out of Europe in the 1920s, introduced an unusually straightforward approach to design that was characterized by simple geometries, smooth wall surfaces, the honest expression of structure and materials, and the

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[62] Liebs, Main Street to Miracle Mile: American Roadside Architecture, 1995, 88-90.
[63] Ibid, 93.

absence of superfluous ornament.[64] International Style buildings were characteristically lithe, airy, "gleaming and seemingly machine-made."[65] At about the same time, a group of maverick American architects including Frank Lloyd Wright and Irving J. Gill were also dabbling in experimental new forms, methods, and materials in their quest to develop an indigenous style of American architecture.[66]

Mid-Century Modernism draws upon these earlier paradigms and is emblematic of how the Modern movement was adapted to the conditions of post-World War II life. Over time, architects took the basic tenets of the International Style and similar experiments in domestic Modernism and transposed them into new dialects of Modernism that were both rational and sensitive to their respective physical and cultural contexts. In Southern California, this gave rise to an architectural vocabulary defined by structural and material expression, wide expanses of glass, and open, free-flowing interior plans.[67] Some architects including Lloyd Wright and John Lautner, captivated by the movement's emphasis on freedom of form and structural innovation, incorporated sweeping volumes and expressionistic elements into Mid-Century Modern design, devising a sub-set of the style that was organic and sculptural in appearance.

Mid-Century Modernism was popular between the mid-1940s and early 1970s.[68] It proved to be a remarkably versatile idiom that was expressed through a wide variety of property types ranging from single-family residences, to large-scale housing tracts, to commercial buildings and institutional campuses, to industrial complexes. Its aesthetic was deftly incorporated into both high-style buildings and the local vernacular, and was employed by architects, developer-builders, and lay contractors alike.

Mid-Century Modern architecture is addressed in the "Architecture and Design: L.A. Modernism 1919-1980 context/sub-context combination of the Los Angeles Citywide Historic Context Statement. Per this document, common character-defining feature of the Mid-Century Modern style include the following:

- Simple, geometric building forms
- Wood post-and-beam construction; concrete, glass, and steel are often used in non-residential buildings
- Direct expression of the structural system
- Flat roofs, with or without eaves
- Stucco and/or wood exterior cladding
- Flush-mounted metal frame windows, often incorporated into building façades
- Minimal surface ornament and decorative details
- Integrated landscapes, often in the form of courtyards or plazas
- Organic sub-type: bold, geometric building forms and motifs that abstractly reference nature

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[64] Natalie W. Shivers, "Architecture: A New Creative Medium," in *LA's Early Moderns: Art/Architecture/ Photography* (Los Angeles: Balcony Press, 2003), 132.

[65] Mark Rozzo, "Architect Dion Neutra, Who Fought to Save His Father's Iconic Buildings, Dies," *Los Angeles Times*, Nov. 25, 2019.

[66] Shivers, "Architecture: A New Creative Medium," in *LA's Early Moderns: Art/Architecture/ Photography* (2003), 124.

[67] SurveyLA, Citywide Historic Context Statement Summary Tables, "Architecture and Engineering, 1850-1980."

[68] Ibid.

4.5. Architect and Builder

Leason Pomeroy III, FAIA, Architect

The dealership building at 6000 Hollywood Boulevard and most of its ancillary structures were designed by architect Leason Pomeroy III, FAIA (1937 -).

Leason Fredrick Pomeroy, III was born in Orange, California in 1937. He studied at Arizona State University and received a Bachelor of Architecture degree from the University of Southern California in 1965.[69] That year, Pomeroy opened his own practice, which was located in Orange and initially operated out of his garage. In the firm's nascence, "the projects were local and small such as the Orange YMCA and renovations on buildings in and around where the office was located in Old Towne Orange."[70] However, as the firm grew and matured its commissions became larger, more prominent, and more complex. By the 1970s, the firm had become known as an adept designer of office buildings, business parks, and industrial campuses – property types that accounted for much of the firm's output. Pomeroy also worked on projects entailing the rehabilitation of historic buildings, particularly in his hometown of Orange. In 1971, Pomeroy's firm received the first of many AIA Design Awards for its role in rehabilitating 44 Plaza Square, an early twentieth century business block overlooking the central plaza in Old Towne Orange.[71]

Between the 1970s and '80s Pomeroy's firm designed a substantial number of mid- and large-scale institutional projects. While its headquarters and much of its project base continued to be located in Orange County, the firm, by this time, was involved in projects across a greater swath of California and the western United States. Among the institutional projects that the firm designed was a new city hall building for the Northern California community of Yuba City (1982); a new business building on the campus of CSU San Bernardino (1986); a new 50-million-dollar terminal building at John Wayne Airport in Santa Ana (1990); and a number of projects for the Irvine Company. In 1988, the firm was selected as the principal architectural advisor to the University of California, Irvine, taking over following the death of original campus plan architect William Pereira in 1985.[72] By the early 2000s the firm had multiple offices and had grown to more than 200 employees, and offered interior design, landscape architecture, and sustainability in addition to its core architectural practice.[73] The firm continues to operate as LPA, Inc.

In 1999, after more than 30 years at the helms of the firm, Pomeroy retired from LPA, though he continued to work with the firm as a consultant. Pomeroy has been a member of the American Institute of Architects (AIA) since 1967 and was inducted as an AIA Fellow in 1984.[74]

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[69] American Institute of Architects (AIA) Historical Directory, "Leason Fredrick Pomeroy, III," accessed Mar. 2022.

[70] LPA, "Celebrating 50 Years: LPA by the Decades," Jan. 15, 2015, accessed Mar. 2022.

[71] Ibid.

[72] "UC Irvine Picks New Architectural Adviser," Los Angeles Times, Aug. 24, 1988.

[73] LPA, "Celebrating 50 Years: LPA by the Decades," Jan. 15, 2015, accessed Mar. 2022.

[74] American Institute of Architects (AIA) Historical Directory, "Leason Fredrick Pomeroy, III," accessed Mar. 2022.

Snyder-Langston, Inc., Builder

The dealership building at 6000 Hollywood Boulevard and most of its ancillary structures were constructed by building contractor Snyder-Langston, Inc.

Based in Orange County, Snyder-Langston, Inc. is a contracting company that was established in 1959 by Don Snyder and Bill Langston. The company's profile notes that "Don is the field expert who manages the building process and Bill is the classic entrepreneur who focuses on sales and the client relationship."[75] The company quickly developed a penchant for building car dealerships, a commercial property type that proliferated amid the suburbanization that took root in Southern California during the post-World War II period. The company built its first car dealership in 1961 in Newport Beach, and between 1964 and 1974 it designed and built more than 100 dealerships, mostly for the Chrysler Corporation and Ford Motor Company. The company established "an in-house architecture group that managed the design needs of projects with a focus on economical options in order to provide clients with added value."[76]

Over time the company expanded its repertoire to include other types of properties. In the 1970s, it increasingly worked on construction projects involving large-scale office buildings and industrial parks, and was tapped to build several such projects for the Irvine Company. Snyder-Langston was a frequent collaborator with Leason Pomeroy Associates. By the 1980s Snyder-Langston was building retail centers, and in 1985 it embarked upon what was one of its most ambitious endeavors to date – the 42-acre Hazard Center in San Diego, a retail and office complex that was anchored by a high-rise office tower. By the 1990s the company had broadened its purview even further, and was retained to construct facilities for the emerging biotech industry and studio facilities for industry titans CBS, Sony, and Warner Bros. In the early 1990s it built the first several phases of the Irvine Spectrum Center, a vast retail and entertainment complex, which helped bolster its image as a skilled builder of large and complex construction projects.[77] Snyder-Langston remains in operation and has offices in Irvine and El Segundo.

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[75] Snyder-Langston, "History," accessed Mar. 2022.
[76] Ibid.
[77] Ibid.

5. Regulations and Criteria for Evaluation

5.1. National Register of Historic Places

The National Register of Historic Places (National Register) is the nation's master inventory of known historic resources. Established under the auspices of the National Historic Preservation Act of 1966, the National Register is administered by the National Park Service (NPS) and includes buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, or cultural significance at the national, state, or local level. Eligibility for listing in the National Register is addressed in National Register Bulletin (NRB) 15: *How to Apply the National Register Criteria for Evaluation*. NRB 15 states that in order to be eligible for the National Register, a resource must both: (1) be historically significant*,* and (2) retain sufficient integrity to adequately convey its significance.

Significance is assessed by evaluating a resource against established eligibility criteria. A resource is considered significant if it satisfies any one of the following four National Register criteria:[78]

- Criterion A (events): associated with events that have made a significant contribution to the broad patterns of our history;
- Criterion B (persons): associated with the lives of significant persons in our past;
- Criterion C (architecture): embodies the distinctive characteristics of a type, period, or method of construction, or that represents the work of a master, or that possesses high artistic values, or that represents a significant and distinguishable entity whose components may lack individual distinction;
- Criterion D (information potential): has yielded or may be likely to yield, information important in prehistory or history.

Once significance has been established, it must then be demonstrated that a resource retains enough of its physical and associative qualities – or *integrity* – to convey the reason(s) for its significance. Integrity is best described as a resource's "authenticity" as expressed through its physical features and extant characteristics. Generally, if a resource is recognizable as such in its present state, it is said to retain integrity, but if it has been extensively altered then it does not. Whether a resource retains sufficient integrity for listing is determined by evaluating the seven aspects of integrity defined by NPS:

- Location (the place where the historic property was constructed or the place where the historic event occurred);
- Setting (the physical environment of a historic property);
- Design (the combination of elements that create the form, plan, space, structure, and style of a property);

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[78] Some resources may meet multiple criteria, though only one needs to be satisfied for National Register eligibility.

- Materials (the physical elements that were combined or deposited during a particular period of time and in a particular manner or configuration to form a historic property);
- Workmanship (the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory);
- Feeling (a property's expression of the aesthetic or historic sense of a particular period of time);
- Association (the direct link between an important historic event/person and a historic property).

Integrity is evaluated by weighing all seven of these aspects together and is ultimately a "yes or no" determination – that is, a resource either retains integrity, or it does not.[79] Some aspects of integrity may be weighed more heavily than others depending on the type of resource being evaluated and the reason(s) for significance. Since integrity depends on a resource's placement within a historic context, integrity can be assessed only after it has been concluded that the resource is in fact significant.

5.2. California Register of Historical Resources

The California Register of Historical Resources (California Register) is an authoritative guide used to identify, inventory, and protect historical resources in California. Established by an act of the State Legislature in 1998, the California Register program encourages public recognition and protection of significant architectural, historical, archeological, and cultural resources; identifies these resources for state and local planning purposes; determines eligibility for state historic preservation grant funding; and affords certain protections under the California Environmental Quality Act (CEQA).

The structure of the California Register program is similar to that of the National Register, though the former more heavily emphasizes resources that have contributed specifically to the development of California. To be eligible for the California Register, a resource must first be deemed significant under one of the following four criteria, which are modeled after the National Register criteria listed above:

- Criterion 1 (events): associated with events or patterns of events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;
- Criterion 2 (persons): associated with the lives of persons important to local, California, or national history;
- Criterion 3 (architecture): embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values;
- Criterion 4 (information potential): has yielded, or has the potential to yield, information important to the prehistory or history of the local area, state, or the nation.

Mirroring the National Register, the California Register also requires that resources retain sufficient integrity to be eligible for listing. A resource's integrity is assessed using the same seven aspects of

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[79] Derived from NRB 15, Section VIII: "How to Evaluate the Integrity of a Property."

integrity used for the National Register. However, since integrity thresholds associated with the California Register are generally less rigid than those associated with the National Register, it is possible that a resource may lack the integrity required for the National Register but still be eligible for listing in the California Register.

Certain properties are automatically listed in the California Register, as follows:[80]

- All California properties that are listed in the National Register;
- All California properties that have formally been determined eligible for listing in the National Register (by the State Office of Historic Preservation);
- All California Historical Landmarks numbered 770 and above; and
- California Points of Historical Interest which have been reviewed by the State Office of Historic Preservation and recommended for listing by the State Historical Resources Commission.

Resources may be nominated directly to the California Register. State Historic Landmarks #770 and forward are also automatically listed in the California Register. There is no prescribed age limit for listing in the California Register, although guidelines state that sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with a resource.

5.3. Local (City of Los Angeles) Designation

Los Angeles Historic-Cultural Monument

The local designation programs for the City of Los Angeles include Historic-Cultural Monument (HCM) designation for individual resources and the adoption of Historic Preservation Overlay Zones (HPOZs) for concentrations of buildings, commonly known as historic districts.

The City of Los Angeles Cultural Heritage Ordinance (Chapter 9, Section 22.171 *et seq.* of the Los Angeles Administrative Code) defines an HCM as any site (including significant trees or other plant life located thereon), building, or structure of particular historic or cultural significance to the City of Los Angeles, meaning that it meets one or more of the following criteria:

1. It is identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, city, or community; or
2. It is associated with the lives of historic personages important to national, state, city, or local history; or

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[80] California Public Resources Code, Division 5, Chapter 1, Article 2, § 5024.1.

3. It embodies the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder, or architect whose individual genius influenced his or her age.

Local historic preservation ordinances often include standards for determining whether a resource retains sufficient integrity to merit local historic designation, and this language can vary widely from municipality to municipality. Some local ordinances do not mention integrity at all. The Los Angeles Cultural Heritage Ordinance does not include language about integrity. When evaluating historic resources in municipalities where the historic preservation ordinance does not provide guidance for assessing integrity, in accordance with best professional practices it is customary to use the National Register seven aspects of integrity to assess whether or not a resource retains sufficient integrity to convey its significance at the local level.

As with the National and California Registers, in assessing integrity at the local level, some aspects may be weighed more heavily than others depending on the type of resource being evaluated and the reason(s) for its significance. For example, if a property is significant as an excellent example of an architectural style, integrity of design, workmanship and materials may weigh more heavily than integrity of setting. In contrast, if a property is significant for its association with an important event or person, integrity of setting, feeling, and association may weigh more heavily than integrity of design.

Los Angeles Historic Preservation Overlay Zone

Historic districts in Los Angeles are regulated by the Historic Preservation Overlay Zone (HPOZ) Ordinance. The City of Los Angeles established the HPOZ ordinance in 1979. The ordinance was revised in 1997, 2000, 2004, and 2017. According to §12.20.3.B.17 of the Los Angeles Municipal Code (LAMC), an HPOZ is "any area of the City of Los Angeles containing buildings, structures, landscaping, natural features or lots having historic, architectural, cultural or aesthetic significance."[81] The ordinance describes the procedures for the creation of new HPOZs, the powers and duties of HPOZ boards, and the review process for development projects within HPOZs. New HPOZ designations are typically initiated by the City Council through a motion of the Councilmember of the district, though the Director of Planning, the Cultural Heritage Commission, the City Planning Commission, or the owners and renters of properties within the district may also initiate an HPOZ designation. Once the designation is initiated, a historic resource survey of the district is completed by a qualified professional and reviewed for completeness and accuracy by City staff; public workshops and hearings are conducted; the survey is certified by the Cultural Heritage Commission; and the zoning changes associated with the HPOZ are ultimately adopted by the City Planning Commission and City Council.

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[81] City of Los Angeles, Ordinance No. 184903, amending Section 12.20.3 of the Los Angeles Municipal Code, Jun. 17, 2017.

6. Evaluation of Significance

6.1. Previous Evaluations

The subject property, 6000 Hollywood Boulevard, does not appear to have previously been evaluated for historical significance. The property has not been identified in any of the historic resource surveys that have been completed in Hollywood, including the most recent survey of the CRA-LA's Hollywood Redevelopment Project Area that was completed in 2020. None of the addresses associated with the site appear in the State of California's Built Environment Resources Directory (BERD) for Los Angeles County.[82]

6.2. Evaluation of Eligibility

Individual Eligibility

ARG concludes that 6000 Hollywood Boulevard is not eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, and/or as a local (City of Los Angeles) Historic-Cultural Monument (HCM) or Historic Preservation Overlay Zone (HPOZ). Following is an evaluation of the property against each criterion and a discussion of how this determination was made.

National Register Criterion A: *associated with events that have made a significant contribution to the broad patterns of our history.*

California Register Criterion 1: *associated with events or patterns of events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.*

Local (HCM) Criterion 1: *is identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, city, or community.*

The Toyota of Hollywood dealership at 6000 Hollywood Boulevard is often mentioned in accounts of automotive history as the site of the first Toyota dealership in the United States. The dealer's web site states that "Toyota of Hollywood opened in 1957 and was the first Toyota dealership in the nation" – a claim that is sometimes disputed, but is generally accepted to be true and is substantiated by documentary evidence.[83] Whether or not this was the *first* dealer to sell Toyotas in the nation., it can be said with certainty that the Hollywood Boulevard facility was among the *earliest* U.S. dealerships at which

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[82] The Built Environment Resources Directory (BERD) database provides information about non-archaeological resources in the California Office of Historic Preservation (OHP)'s inventory. For more information, refer to https://ohp.parks.ca.gov/?page_id=30338.

[83] Toyota of Hollywood, "About Toyota of Hollywood," accessed Mar. 2022.

one could purchase a Toyota. Company records also substantiate the fact that the subject property served as the first headquarters of Toyota's sales division during the formative years of its U.S operations.

When Toyota opened its first U.S. sales headquarters on Hollywood Boulevard in 1957, it occupied an existing commercial building that had previously been occupied by various other auto-oriented commercial tenants and shared space with the adjacent Hollywood Ford dealership. Historic photographs show that the building was a vernacular structure that was positioned directly on the street and lacked architectural interest or distinctive features, aside from prominent corporate signage – a testament to the Toyota company's humble beginnings.

In 1970, permits were issued to demolish the existing showroom buildings on the site, as well as most ancillary structures along the 6000 block of Hollywood Boulevard. The small commercial building from which Toyota made its debut into the American market was demolished as part of that project. In its place, a new automobile dealership that sold Ford, Lincoln, Mercury, and Toyota-branded vehicles was built in 1970 – three years after Toyota had moved its sales headquarters to Torrance.

National Register Bulletin (NRB) 15: How to Apply the National Register for Evaluation states that to be eligible for listing, a resource must be significant, and it must also retain integrity to convey its significance. Implicit in the discussion of integrity is an understanding that a resource must retain physical characteristics from its historic period to be eligible. Per NRB 15, "the evaluation of integrity is sometimes a subjective judgment, but it must always be grounded in an understanding of a property's physical features and how they relate to its significance."[84]Conversely, it is also understood that resources that do not retain sufficient physical characteristics from their historic period are generally not eligible for listing. Implicit in this is an understanding that significance is grounded in the presence of physical evidence.

Further, NRB 15 emphasizes that properties that are associated with historical events, patterns of events, or people must retain physical evidence relating to the event/pattern/person. NRB 15 states that:

- "A property that is significant for its historic association is eligible if it retains the essential physical features that made up its character or appearance during the period of association with the important event, historical pattern, or person(s);"[85] and
- "Properties eligible under Criteria A, B, and C must not only retain their essential physical features, but the features must be visible enough to convey their significance."[86]

When this guidance is applied to the subject site, it does not appear to be significant for any potential association with the early history of the Toyota company. The above-referenced guidance emphasizes the importance of physical evidence in conveying associative significance, but as noted there are no physical features associated with the commercial building from which Toyota launched its United States operations. That building was demolished and replaced with the present-day dealership in 1970, and there are no traces of it remaining on the property. Therefore, there is no direct physical relationship between the Toyota company's early history at the site and the present-day dealership. The buildings

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[84] *NRB 15, How to Apply the National Register Criteria for Evaluation*, 44.
[85] Ibid, 46.
[86] Ibid, 46.

associated with the present-day dealership are contemporary improvements that date to the 1970s and beyond, and have no direct relationship with the Toyota company's early presence at the site.

In the broader context of commercial development in Hollywood, there is insufficient evidence demonstrating that there is anything about the subject site that would render it historically significant. A number of post-World War II commercial properties can be found along Hollywood Boulevard and other major commercial thoroughfares and, like the subject site, most of these postwar commercial properties consist of simple, utilitarian buildings that reflect the gradual decline of Hollywood at this time. The subject site is a representative – but not distinctive – example of commercial development from this era.

For these reasons, ARG concludes that the subject site is not associated with events that have made a significant contribution to the broad patterns of national, state, or local history. Therefore, the site does not satisfy National Register Criterion A/California Register Criterion 1/Local (HCM) Criterion 1.

***National Register Criterion B:** associated with the lives of persons significant in our past.*

***California Register Criterion 2:** associated with the lives of persons important to local, California, or national history.*

***Local (HCM) Criterion 2:** associated with the lives of historic personages important to national, state, city, or local history.*

National Register Bulletin (NRB) 15: How to Apply the National Register Criteria for Evaluation provides guidance related to properties associated with historic personages. It identifies two benchmarks that should be met for a property to meet Criterion B: first, "the persons associated with the property must be individually significant within a historic context," and second, the property is "associated with a person's productive life, reflecting the time period when he or she achieved significance."[87]

The subject site has been in continuous operation as a car dealership since the construction of its present-day buildings and facilities in 1970. Numerous individuals have patronized the dealerships that have operated out of the site between 1970 and the present day. In addition, the site has been frequented by generations of salespeople, technicians, mechanics, inspectors, engineers, porters, clerical staff, and others who have worked for these dealerships. This is typical of commercial properties like car dealerships, which are intended to be accessible to the public and thus are very loosely associated with an extensive number of people. Extensive research into the property's development history and occupancy did not produce information indicating that any of the people associated with the subject site made notable contributions to history in a manner that would merit consideration under this criterion.

Absent information toward this end, there is insufficient evidence demonstrating that the subject site is associated with the lives of historically significant individuals. For this reason, the site does not satisfy National Register Criterion B/California Register Criterion 2/Local (HCM) Criterion 2.

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[87] Ibid.

***National Register Criterion C:** embodies the distinctive characteristics of a type, period, or method of construction, or that represents the work of a master, or that possesses high artistic values, or that represents a significant and distinguishable entity whose components may lack individual distinction.*

***California Register Criterion 3:** embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values.*

***Local (HCM) Criterion 3:** it embodies the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder, or architect whose individual genius influenced his or her age.*

The showroom that anchors the site is designed in the Mid-Century Modern style, and exhibits characteristics that are commonly associated with the style as applied to the context of commercial architecture. The ancillary structures associated with the site are vernacular but also exhibit some loose characteristics of the Mid-Century Modern style. However, these improvements read as typical examples of the style and lack the level of detail and articulation that would be needed to render them architecturally significant. Their modest presence demonstrates how architects took signature elements of the Mid-Century Modernism and pare them down to a vernacular context more befitting of everyday properties like car dealerships, but do not present as particularly assertive architectural statements.

Neither the showroom building nor any of its associated ancillary structures are notable for their method of construction. The showroom and most of the service bays are constructed of concrete block, a common material that was likely selected because of its simplicity and economy – not because their builders were dabbling in innovative or experimental construction methods. The same applies to the freestanding canopy structure that was added to the site in 1982, which is of wood frame construction – another ubiquitous building material that is not unusual for properties like car dealerships.

The property exhibits characteristics of a post-World War II automobile dealership, a common commercial property type during this period. However, it is not rare, nor is there evidence indicating that it was a notable or influential example of a postwar car dealership. There are myriad examples of postwar car dealerships in the City of Los Angeles, several of which were identified in SurveyLA as excellent examples of their respective type and period. Dealerships including Don Lee Cadillac/Casa de Cadillac in Sherman Oaks (1949, Randall Duell and Phillip A. Conklin), Galpin Square in Panorama City (1966, Richard Dorman and Associates), and Guy Martin Oldsmobile in Woodland Hills (1968, Paul R. Williams) exhibit a comparatively high degree of architectural detail and clearly convey the design and site planning principles that dictated the architecture of car showrooms after World War II. These dealerships were all identified in SurveyLA. In contrast, the Toyota of Hollywood dealership has some of the essential features that are characteristic of postwar car dealerships, but lacks the same level of articulation seen in the above-listed examples and does not express the principles of postwar car dealerships in a particular compelling way. Compared against the broader pool of extant postwar car dealerships in Los Angeles, the subject dealership reads as a relatively modest and ubiquitous example of its respective type and period.

Most improvements on the subject site – including the showroom building – were designed by architect Leason Pomeroy III. Pomeroy began his career in the mid-1960s. In 1965 he stated an architectural practice that specialized in the design of commercial office buildings, business parks, and large industrial and institutional campuses. Pomeroy headed the firm until his retirement in 1999. Built in 1970, the showroom and various structures on the subject site fit into Pomeroy's oeuvre of corporate commercial architecture. However, there is insufficient evidence that Pomeroy or his firm contributed to the architectural profession in a manner that would render him/them "masters" in the spirit of this criterion. There is also insufficient evidence that Snyder-Langston Inc. – contractor for the subject property and a frequent collaborator of Pomeroy – is a master.

Pomeroy is still living and his firm is still active, as is Snyder-Langston, Inc., so the full arc of each practitioner's work is not yet known. Perceptions of their work may also be colored by factors apart from their professional contributions, making it difficult to arrive at objective conclusions at this time.

For these reasons, there is insufficient evidence demonstrating that the subject site is significant for reasons relating to its architecture and physical design. Thus, ARG concludes that the property does not satisfy National Register Criterion C/California Register Criterion 3/Local (HCM) Criterion 3.

National Register Criterion D. *Has yielded, or may be likely to yield, information important in prehistory or history.*

California Register Criterion 4. ***Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, state, or the nation.***

As an archaeological assessment was not conducted as part of this study, the property's potential for containing subsurface archaeological resources is unknown.

Historic Preservation Overlay Zone (HPOZ) Eligibility

Though it contains multiple buildings, structures, and site features, the subject property occupies a singular site and does not meet the definition of a Historic Preservation Overlay Zone (HPOZ). An HPOZ is a zoning tool that "aims to identify and protect the distinctive architectural and cultural resources of Los Angeles's historic neighborhoods," and is generally applied to the context of residential neighborhoods.[88]

6.3. Evaluation of Integrity

Integrity is the ability of a property to convey its significance, and is defined by the National Park Service (NPS) as the "authenticity of a property's historic identity, evidenced by the survival of physical characteristics that existed during the property's prehistoric or historic period."[89] NPS identifies seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association.

For a property to be eligible for listing in the National and California Registers, it must first meet one or more eligibility criteria and must also retain sufficient integrity to convey its historic significance. Integrity

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[88] Los Angeles Department of City Planning, "Local Historic Districts (HPOZs)," accessed Mar. 2022.

[89] U.S. Department of the Interior, *National Register Bulletin 16A: How to Complete the National Register Registration Form* (Washington D.C.: National Park Service, 1997), 4.

is also evaluated when assessing local eligibility. As stated in *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*, “only after significance is fully established can you proceed to the issue of integrity.”[90] In accordance with best professional practices, it is customary to apply this same methodology when evaluating resources at the state and local levels. Since the property does not appear eligible for federal, state, or local listing, an analysis of integrity was not completed.

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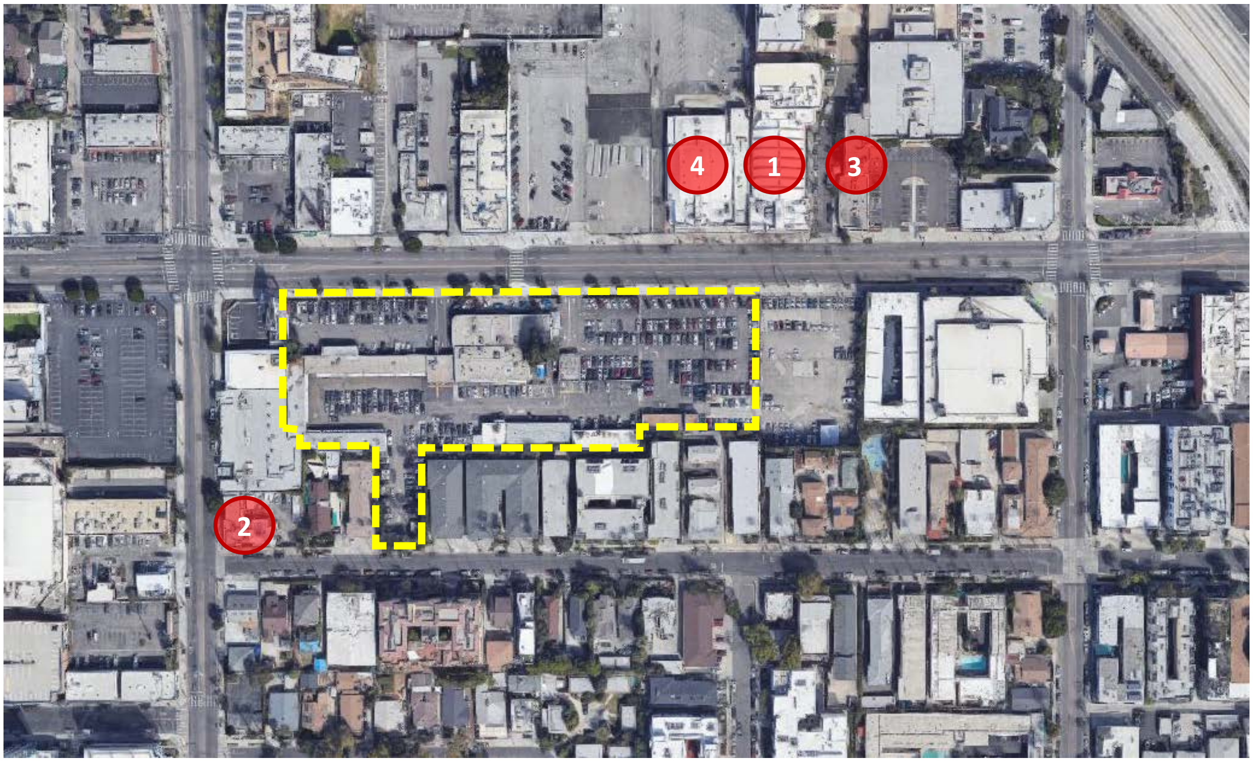
[90] National Park Service, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*, (Washington, D.C.: United States Department of the Interior, 1990, revised 1991, 1995, 1997), 45.

7. Adjacent Historical Resources

This section provides information about previously identified historical resources that are located adjacent to the Project Site. For purposes of this analysis, taking into consideration the size and location of the Project and its Site, "adjacent" refers to parcels within approximately 500 feet of the Project Site, which include those located across the street and/or within view of or from the Project Site.[91] Information about adjacent historical resources was obtained from existing historic resources survey data, and Built Environment Resources Directory (BERD) data for Los Angeles County.[92]

There is one designated historical resource and three eligible historical resources adjacent to the Project Site. The designated historical resource is individually listed in the California Register; the three eligible historical resources were all identified in the survey of the CRA-LA's Hollywood Redevelopment Project Area (2020).

These adjacent historical resources are summarized in the tables below, and their locations are indicated on the corresponding map. The following sections include a brief description of each adjacent resource.



Adjacent resources map. The Project Site is noted in yellow; the location of each adjacent historical resource (designated and eligible) is noted in red. Refer to the following sections for information about each resource (Google Maps; annotations by ARG)

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[91] For purposes

[92] The Built Environment Resources Directory (BERD) database provides information about non-archaeological resources in the California Office of Historic Preservation's inventory. For more information, refer to https://ohp.parks.ca.gov/?page_id=30338.

Designated Historical Resources

MAP NO.	ADDRESS	AIN	YEAR BUILT	RESOURCE NAME	STATUS[93]
1	5941 W. Hollywood Bl.	5545.003.028	1940	Hawaii Theatre	2S2

Eligible Historical Resources

MAP NO.	ADDRESS	AIN	YEAR BUILT	RESOURCE NAME	STATUS[94]
2	1622 Gower St.	5545.006.075	1923	Celia Kreutzer Apartments	3CS/5S3
3	5939 W. Hollywood Bl.	5545.003.028	1936	Palms Grill	3CS/5S3
4	5951 W. Hollywood Bl.	5545.003.006	1938	Florentine Gardens	3CS/5S3

5941 W. Hollywood Boulevard (Hawaii Theatre)

The Hawaii Theatre (now Salvation Army Tabernacle) is a former theater building located at 5941 W. Hollywood Boulevard, across the street and slightly to the east of the Project Site. The resource was formally determined to be eligible for listing in the National Register in 1994 through the Section 106 process, and by virtue of this determination it was listed in the California Register with the California Historical Resource Status Code of 2S2.

1622 Gower Street (Celia Kreutzer Apartments)

The Celia Kreutzer Apartments is a multi-family residential building at 1622 Gower Street, to the southwest of the Project Site. It does not directly abut the boundaries of the Project Site, but is located on the same city block. It was constructed in 1923 and designed by architect R.M. Schindler. The resource was identified in the 2020 CRA-LA historic resources survey as individually eligible for the California Register and for local designation, and was assigned the corresponding California Historical Resource Status Codes of 3CS and 5S3. The survey noted that the resource is “a rare remaining example of an intact 1920s multi-family residence in Hollywood,” and a “significant example of Early Modern residential architecture in Hollywood [and the] work of master architect R.M. Schindler.”[95]

5939 W. Hollywood Boulevard (Palms Grill)

The Palms Grill (now Salvation Army Hollywood Weingart Youth Center) is a former restaurant building at 5939 W. Hollywood Boulevard, across the street and to the east of the Project Site. It was built in 1936 and designed by architect Gordon Kaufmann. The resource was identified in the 2020 CRA-LA historic

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[93] The California Historical Resource Status Code 2S2 indicates that the property is individually listed in the California Register.

[94] The following California Historical Resource Status Codes were used to identify eligible resources: 3S (individually eligible for National Register), 3CS (individually eligible for California Register), 5S3 (individually eligible for local listing).

[95] “Historic Resources Survey Report, Hollywood Redevelopment Plan Area,” prepared by Architectural Resources Group, GPA Consulting, and Historic Resources Group, Jan. 28, 2020, Appx. A, 41.

resources survey as individually eligible for the California Register and for local designation, and was assigned the corresponding California Historical Resource Status Codes of 3CS and 5S3. The survey noted that the resource is an “excellent example of Streamline Moderne commercial architecture in Hollywood [and the] work of noted Los Angeles architect Gordon Kaufmann.”[96]

5951 W. Hollywood Boulevard (Florentine Gardens)

Florentine Gardens is an events and entertainment venue at 5951 W. Hollywood Boulevard, across the street from the Project Site. It was constructed in 1938 and designed by architect Gordon Kaufmann. The resource was identified in the 2020 CRA-LA historic resources survey as individually eligible for the California Register and for local designation, and was assigned the corresponding California Historical Resource Status Codes of 3CS and 5S3. The survey noted that the resource is a “significant example of a commercial property associated with the entertainment industry. Between the 1930s and 1950s, Florentine Gardens was one of Hollywood’s most popular dinner theaters and nightclubs known for its celebrity-studded lineups and risqué performances.”[97]

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[96] Ibid, 52.
[97] Ibid, 53.

8. Impacts Analysis

8.1. Summary of Historical Resource Findings

In summary, there are no historical resources located on the Project Site as none of its existing buildings or other improvements satisfy eligibility criteria.

There are four historical resources located adjacent to the Project Site. These include one designated historical resource (Hawaii Theatre), which is listed in the California Register; and three potential historical resources (Celia Kreutzer Apartments, Palms Grill, and Florentine Gardens), all of which were flagged as appearing eligible for listing in the California Register and as local (Los Angeles) Historic-Cultural Monuments in the 2020 CRA-LA historic resources survey of the Hollywood Redevelopment Project Area.

8.2. Significance Threshold

The CEQA Guidelines state that a project has the potential to impact a historical resource when the project causes a "substantial adverse change" to the significance of the resource. Substantial adverse change is the "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired." [98]

The significance of a historical resource is materially impaired when a project:

a) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, the California Register of Historical Resources; or

b) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project by a preponderance of evidence that the resource is not historically or culturally significant; or

c) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for the purposes of CEQA.[99]

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[98] CEQA Guidelines, Section 15064.5.

[99] Ibid.

8.3. Project Description

The Project involves demolition of the existing automobile dealership and all associated improvements that currently occupy the Project Site, and construction of a new mixed-use development in its place. The Project Site encompasses ten adjacent parcels on the south side of Hollywood Boulevard (collectively the "Hollywood Lot"), and one adjoining parcel on the north side of Carlton Way (the "Carlton Lot").

The new development will comprise 501,185-sf of new residential, commercial, and retail uses distributed across multiple structures, with ample public and private open space. Inspired by the famous canyons in the Hollywood Hills—Runyon, Laurel, Beachwood—the Project includes three anchor buildings, including a residential tower of 35 stories, with eleven two-to-three story (above podium) buildings arranged in a village and open space in between. Up to three levels of below-grade parking serve as the platform for the Project, with an activated sidewalk along Hollywood Boulevard to accommodate pedestrian traffic. The Project uses high-quality materials throughout. It also employs landscaping to create an urban oasis for the Project's residents, workers, and visitors.

The Project will demolish existing improvements and replace them with 342,643-sf of residential uses, 136,000-sf of commercial office uses, 18,004-sf of retail uses, and 4,038-sf for dining. The total floor area ratio is 3.08:1. The Hollywood Lot includes no setbacks in the front, 16 feet on both the east and west sides, and 20 feet on the rear side. The Carlton Lot, which will be located on a separate parcel in connection with the tentative tract map application, includes 15 feet on the front setback, 7 feet on both side setbacks, and 16 feet on the rear. The Project includes a total of 894 parking stalls across the site.

The first of the three anchor buildings is a six-story Class A office and retail building reaching 113 feet in height (120 feet including mechanical). The ground floor will include two retail spaces and an office lobby. The second floor will include an office lobby and 19,060-sf of office space, plus restrooms, and electrical. The third through sixth floors will include between 20,097-sf and 27,348-sf of office space, plus a lobby and restrooms on each. The building also contains several outdoor patios for office use and enjoyment. The ground floor includes two pedestrian-oriented retail spaces fronting Hollywood Boulevard: the larger space, located on the western half of the building, is 6,413-sf, and the smaller space, located on the eastern half, is 3,125 sf. Ground floor parking for the retail spaces is located south of the retail spaces on the same level, and can be accessed through an adjacent driveway. A ramp will allow for access to additional parking levels below.

The second of the three anchor buildings is a residential tower located on the northeast side of the Property reaching 35 stories and 404 feet in height (419 feet including mechanical). It will contain 265 dwelling units, including approximately 52 studios, 166 one-bedroom units, and 47 two-bedroom units. The first level includes an approximately 8,597-sf lobby and residential services area with pedestrian access from Hollywood Boulevard. It can also be accessed via the adjoining porte cochère to the west of the building. The porte cochère will be accessed from a driveway to the west of this tower and located under the podium. Also located on the first floor will be back of house and trash spaces. The second level is open to the lobby below. Residential units are available beginning on the third level, which also contains an amenity space for residents that is open to the fourth floor, and is accessible through the elevated open space area to the south. Level 13 is reserved for additional residential amenity space that is open to Level 14; it includes an elevated terrace with a pool and spa, along with indoor space. Levels five through 12, and then 15 through 35 are comprised exclusively of residential units, plus hallways and elevator and stair access.

The third of the three anchor buildings is a four-story residential building located entirely on the Carlton Lot and reaching 44 feet, six inches in height (55 feet including mechanical). It will contain 46 one-bedroom units. The building is designed as a single structure, with a pedestrian bridge connecting it to the main Hollywood Lot.

Between these three anchor buildings will be a village containing eleven buildings ranging from two to three stories above a podium. One will be used as a 4,038-sf two-story restaurant reaching 56 feet in height surrounded by approximately half an acre of publicly-accessible space across two levels. The remaining structures will include 10 townhome structures ranging from two to three stories above a podium, and containing 39 dwelling units, including approximately 26 two-bedroom units and 13 three-bedroom units. Underneath the village on the ground floor will be two pedestrian-oriented retail spaces that are 4,458-sf and 4008-sf, respectively. Additionally, a 2,544-sf amenity space for residential uses, along with long term bike parking, a trash space, and a back-of-house area will sit underneath the central village area. Approximately 57 ground-floor parking spaces, both tandem and standard, will be available for restaurant and retail parking in the lot located south of the restaurant and retail uses.

Overall, the site contains approximately 94 dwelling units per acre, with 350 dwelling units total. Of these, 44 will be reserved for Very Low Income tenants. In total, the Project will include approximately 52 studio units, 212 one-bedroom units, 73 two-bedroom units, and 13 three-bedroom units. One unit may be reserved for a property manager. The Project also includes approximately 14,446-sf of indoor amenity space and 42,602-sf of usable open space for residents.

Two levels of below-ground parking sit underneath the entire Project, with a third level under the eastern half of the property. The site will have three vehicular entrances from Hollywood Boulevard. Of the 894 total stalls, 455 are reserved for residential uses, 307 are reserved for office uses, 111 are reserved for retail uses, and 21 are reserved for dining uses. The Project will also include parking for 244 bikes: 163 long-term and 16 short-term stalls for residents, along with 39 long-term and 26 short-term stalls for non-residents. Loading docks will be provided on the southern side of the Property with access via the porte cochère, with truck exiting planned for the driveway on the east.

Open spaces, landscaping and hardscaping are incorporated throughout the Project Site. The Project includes approximately half an acre of activated space across two levels connecting the three anchor buildings and the village. A portion of the space, adjacent to the planned restaurant, will be a public plaza area and event space, with the remainder reserved for tenants and office workers. Green roofs are incorporated throughout, and the Project will be LEED-certified or an equivalent. The Project landscaping will incorporate local and drought-resistant flora, including at least 88 trees.

Project Renderings

Rendering of proposed project, view southwest (OFFICEUNTITLED)

Rendering of proposed project, view southeast (OFFICEUNTITLED)

Rendering of proposed project, with village buildings in foreground, view southeast (OFFICEUNTITLED)

8.4. Project Impacts Analysis

This section analyzes the Project's impacts on historical resources, including direct impacts to historical resources on the Project Site and indirect impacts to historical resources adjacent to the Project Site.

Direct Impacts

The Project will not result in direct impacts to historical resources. As discussed in *Section 6: Evaluation of Significance*, there are no historical resources located on the Project Site.

Indirect Impacts

The Project will not result in indirect impacts to historical resources, as follows.

Palms Grill, Hawaii Theatre, and Florentine Gardens

The Project Site is located across the street from three of the four above-listed adjacent historical resources: Palms Grill (5939 W. Hollywood Boulevard), the Hawaii Theatre (5941 W. Hollywood Boulevard), and Florentine Gardens (5951 W. Hollywood Boulevard). All three of these adjacent resources are located on the north side of Hollywood Boulevard. One of the properties (Florentine Gardens) directly faces the Project Site; the other two (Palms Grill and Hawaii Theatre) are located slightly to the east and do not directly face the Project Site.

Of these resources, one (Hawaii Theatre) is listed in the California Register, and two (Palms Grill and Florentine Gardens) have been identified as eligible for listing in the California Register as well as for local (City of Los Angeles) Historic-Cultural Monument (HCM) designation.

As discussed, a project has the potential to impact a historical resource if the project would cause a "substantial adverse change" to the significance of a historical resource. Substantial adverse change is the demolition or material alteration in an adverse manner of those physical characteristics of a historical resource that convey its significance and justify its inclusion in, or eligibility for, the California Register.

The Project would not result in the demolition of Palms Grill, the Hawaii Theatre, or Florentine Gardens. Demolition undertaken as part of the Project would involve the removal of existing buildings and improvements associated with the Toyota of Hollywood dealership, but would not encroach onto other properties beyond the Project Site. Neither Palms Grill, the Hawaii Theatre, nor Florentine Gardens are located on the Project Site, and these resources would therefore remain extant at Project completion.

The Project would also not result in the material alteration of Palms Grill, the Hawaii Theatre, or Florentine Gardens such that their inclusion in, or eligibility for, the California Register would be compromised. As noted, none of these three properties are located on the Project Site, which is where all construction activity associated with the Project would take place. The Project would not require the removal or modification of any of these buildings' features as they are not located within the Project Site.

Construction of the Project would not impede important views of Palms Grill, the Hawaii Theatre, or Florentine Gardens. These buildings' primary (south) façades would continue to be highly visible from Hollywood Boulevard, as they are currently.

The Project would replace an existing automobile dealership and parking lot – uses that are low in scale and sprawl across the Project Site – with a mixed-use development that would be much larger and denser than existing conditions. In particular, two of the three anchor buildings associated with the Project – one rising to a height of 404 feet, and the other rising to 113 feet – would be visible from Palms Grill, the Hawaii Theatre, and Florentine Gardens by virtue of their relative height as well as their frontage on Hollywood Boulevard. This would result in changes to the immediate setting of Palms Grill, the Hawaii Theatre, and Florentine Gardens – all of which face directly toward the Project Site. However, these resources have already experienced significant changes in their setting. When these buildings were constructed (1936-1940), this stretch of Hollywood Boulevard contained low-scale commercial buildings, resulting in a continuous flank of commercial development on either side of the boulevard. Most of those buildings have since been razed, and Palms Grill, the Hawaii Theatre, and Florentine Gardens are now located amid surface parking lots and vacant/underutilized parcels. Further modifying a setting that has already witnessed change would not impede the ability of these buildings to convey their significance.

For these reasons, the Project will not cause a substantial adverse change to the significance of Palms Grill, the Hawaii Theatre, or Florentine Gardens.

Celia Kreutzer Apartments

The Project Site is located in proximity to the Celia Kreutzer Apartments, which is located on a nearby parcel at the northeast corner of Gower Street and Carlton Way. The Celia Kreutzer Apartments has been identified as eligible for listing in the California Register as well as for local (City of Los Angeles) Historic-Cultural Monument (HCM) designation.

The Celia Kreutzer Apartments is located outside the boundaries of the Project Site and occupies a separate legal parcel. The building would not be demolished or materially altered; as noted, all demolition and construction activities associated with the Project would be confined to the Project Site.

Portions of the Project would be partially visible from the Celia Kreutzer Apartments. Specifically, two of the three anchor buildings would be located to the rear (northeast) of the Celia Kreutzer Apartments and would rise to heights of 404 feet and 113 feet, respectively; the third anchor building – which would be located on Carlton Way, four parcels east of the Celia Kreutzer Apartments – would rise to a height of 44 feet, six inches (55 feet including mechanical). However, the placement of these buildings would not impede important views of the Celia Kreutzer Apartments, which is oriented to the south and west and faces away from the Project Site. The building's two street-facing (west and south) façades, which contain its character-defining features, would remain intact and legible.

In addition, several existing one- and two-story commercial and residential buildings that are located between the Celia Kreutzer Apartments and the Project Site would remain, which would buffer the historic building from the Project Site and would help to soften the visual transition between these sites.

For these reasons, the Project will not cause a substantial adverse change to the significance of the Celia Kreutzer Apartments.

8.5. Summary of Continued Eligibility

In summary, there are no historical resources located on the Project Site. However, there are four historical resources located adjacent to the Project Site: one (Hawaii Theatre) is listed in the California Register, and three (Palms Grill, Florentine Gardens, and Celia Kreutzer Apartments) have been identified as eligible for listing in the California Register and as local (Los Angeles) HCMs.

As discussed, the Project will not result in the demolition or material impairment of these adjacent historical resources and therefore will not result in a substantial adverse change to their significance. The Hawaii Theatre, Palms Grill, Florentine Gardens, and the Celia Kreutzer Apartments will all continue to be eligible for listing in the California Register at Project completion.

9. Conclusion

In summary, ARG arrives at the following conclusions regarding the Project Site:

- There are no historical resources on the Project Site. The buildings and other site improvements associated with the Toyota of Hollywood dealership are not eligible for listing in the National Register, the California Register, and/or local (City of Los Angeles) designation, and are therefore not “historical resources” for purposes of CEQA.
- There are historical resources located adjacent to the Project Site, including one designated historical resource (Hawaii Theatre), which is listed in the California Register; and three potential historical resources (Palms Grill, Florentine Gardens, and Celia Kreutzer Apartments), which were identified as eligible for listing in the California Register and local (Los Angeles Historic-Cultural Monument) designation in a 2020 historic resources survey of the Community Redevelopment Agency (CRA-LA)’s Hollywood Redevelopment Project Area.
- The Project will not result in direct impacts to historical resources since there are no historical resources located on the Project Site.
- The Project will not result in any indirect impacts to historical resources located adjacent to the Project Site. The Project will not require the demolition or alteration of adjacent historical resources, nor will it result in changes that will materially impair the significance of the resources.

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Appendix IS-3

Preliminary Geotechnical Report

Preliminary Geotechnical Report

for

Hollywood Toyota Site
Los Angeles, California

Prepared For:

6000 Hollywood Associates, LLC
444 South Flower Street, Suite 210
Los Angeles, California 90071

Prepared By:

Langan Engineering and Environmental Services, Inc.
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27 April 2023
700109601

Preliminary Geotechnical Report

for

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Principal/Vice President

3 May 2023
700109601

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APPENDICES

1.0 INTRODUCTION

Langan Engineering and Environmental Services, Inc. (LANGAN) has completed a preliminary geotechnical investigation to support the initial evaluation for the proposed mixed-use development (Project) at 6000 Hollywood Boulevard, Los Angeles, California (Site). The purpose of our investigation was to provide geotechnical engineering services in support of the California Environmental Quality Act (CEQA) analysis. Our scope of services was performed in accordance with our Consultant Services Agreement for Geotechnical Engineering Services, dated 20 March 2022, authorized by Office Untitled.

Provided herein is a summary of our understanding of the proposed mixed-used development, an overview of the geological and geotechnical information at the site, and our recommendations pertaining to the geotechnical design and construction considerations of the proposed development. Our recommendations follow the guidelines of the 2022 Los Angeles Building Code (2022 LABC).

2.0 PROJECT DESCRIPTION

2.1 Existing Conditions

The approximately 3.75-acre Site is comprised of large rectangular shaped property along Hollywood Boulevard and a smaller rectangular parcel attached in the south adjacent to Carlton Way. The Site is presently a car dealership with asphalt paved parking lots, one-story vehicle maintenance buildings, and one-story office building. The Site consist of multiple lots and is bound by Hollywood Boulevard to the North, an undeveloped lot to the east, a two-story commercial building to the west and two to four-story residential buildings and Carlton Way to the south. Based on the plan titled "Design Survey" by KPFF dated 11 June 2022, site elevations range from 392 feet in the northeast to 379 feet in the south. Retaining walls with a height of 1 to 3 feet are in the southeast portion of the site. The neighboring buildings to the west are directly adjacent to the property line. Entrance to possible below-grade levels were observed for some of the southern residential buildings. Based on the plans titled "LA CBD to North Hollywood, Vermont/Hollywood Tunnel, Plan, STA AR&AL 540+00 to STA AR&AL 549+92" by Rail Construction Corporation, Metro Red Line dated 5 August 1999, the Metro B Red Line runs underneath and parallel to Hollywood Boulevard. At its closest, the Metro B (Red) Line sidewall is approximately 16 feet away from the northern property limits. The Site vicinity is shown on Figure 1.

2.2 Proposed Development

Based on the plans titled "6000 Hollywood Blvd" by Office Untitled dated 28 March 2023, the proposed mixed-use development includes demolition of all existing structures and construction of a podium that will encompass the majority of the Site. The podium is proposed two to three levels below grade and up to three levels above grade. The second below grade level is proposed in the western portion of the Site with a rough grade pad elevation of 367.5 feet or approximately 20 to 25 feet below grade. The third below grade level is proposed in the eastern portion with a rough grade pad elevation of 357.5 feet or approximately 30 to 40 feet below grade. Deeper excavations for footings and/ or pile caps are anticipated. The at-grade level is proposed with parking stalls, retail shops, restaurants, offices, driveways, and lobby areas. The second and third above grade level are proposed with ten 2 to 4-story residential buildings (Buildings D1 to D10 and E), a 2-story retail building (Building E), landscaping that includes patios, terraces, walkways, and playgrounds. The podium is proposed to support a 6-story office building in the western portion (Building A), and a 35-story tower in the eastern portion (Building B). In the southern rectangle adjacent to Carlton Way, a 4-story residential building (Building C) is proposed with a finished floor elevation of 378 feet. Structural loads are not available at this time and recommendations will be refined once structural loads are available.

3.0 REVIEW OF AVAILABLE INFORMATION

Information that was reviewed included publicly available geologic reports and aerial photographs. Referenced information included reports, maps and websites from the agencies listed below:

- United States Geological Survey (USGS),
- California Geological Survey (CGS),
- Federal Emergency Management Agency (FEMA) and
- California Geologic Energy Management Division (CalGEM) previously known as the Division of Oil, Gas & Geothermal Resources (DOGGR).

3.1 Regional and Local Geologic Setting

Regionally, the Site is located at the boundary of the Peninsular Ranges and Transverse Ranges geomorphic provinces. To the south, the Peninsular Ranges is a series of mountain ranges and valleys that trend northwest, sub-parallel to the San Andreas fault system. To the north, the Transverse Ranges is a series of mountains and valleys trending roughly east-west, due to regional north-south compression generated from the restraining bend in the San Andreas fault to the east. The Transverse Ranges structures are generally oblique to the common northwest structural grain of coastal California. The Santa Monica and Hollywood fault system forms the boundary between the two geomorphic provinces in this region.

Locally, the Site is situated on a southeast-sloping alluvial fan system, which, based on historical topographic contour data, likely emanated from Brush Canyon and adjacent canyons (Hoots,1931). The fan system is part of the Santa Monica-La Brea Plain that separates the rugged Santa Monica Mountains to the north from the low-relief Los Angeles (LA) Basin to the south. The LA Basin is an extensive sediment-filled depression characterized by northwest-trending strike slip faulting, characteristic of the Peninsular Ranges geomorphic province.

As shown on regional geologic mapping of the site area (Figure 2), CGS (Campbell et al., 2014) divides the older and younger alluvial fan deposits into multiple subunits. From oldest to youngest, the subunits are designated Qof1, Qof2, Qof3, and Qof4; and Qya1, Qya2, Qya3, and Qya4. The site area is mapped as Qof4, which is described as slightly to moderately consolidated silt, sand and gravel alluvial fan deposits.

3.2 Geologic and Seismic Hazards

LANGAN's geologic/geotechnical hazard review was performed in general accordance with CGS Special Publication 117A, "Guidelines for Evaluating and Mitigating Seismic Hazards in California" and City of Los Angeles website Zone Information and Map Access System (ZIMAS). The following subsections present the results of our review of the hazards as they pertain to the site.

- Regional Faulting and Seismicity – According to the CGS 2010 Fault Activity Map of California and the 2014 USGS Seismic Source Model, the closest mapped active faults to the site are the Hollywood fault (0.1 miles to the northwest), the Santa Monica fault (4.7 miles to the southwest), and the Newport Inglewood fault (4.8 miles to the southwest). Recognized and mapped faults that are locate within 100 kilometer (km) radius of the Site are shown on Figures 3A and 3B.

The site is located in an active seismic area that has historically been affected by moderate to strong levels of earthquake-induced ground shaking. Therefore, the proposed development is expected to experience strong levels of ground shaking from nearby faults as well as ground shaking from other active seismic areas in the southern California region.

- Regional Seismicity - A search of the USGS ANSS Comprehensive Earthquake Catalog indicates that as of 26 April 2023, 41 earthquakes with magnitudes of 5.0 or greater have occurred within a 100-km radius of the site since 1900. A summary of the USGS ANSS ComCat reported earthquake events are provided in Appendix A.
- Surface Fault Rupture – Based on our review of the CGS Earthquake Zones of Required Investigation Map (EZRIM) for the Hollywood Quadrangle (CGS, 2014) and the City of Los Angeles website ZIMAS, the Site is not located within a mapped Alquist-Priolo (A-P) Earthquake Fault Zone (EFZ) as defined by the A-P Earthquake Fault Zoning (A-P) Act. Our geologic review does not indicate the presence of active surface faulting within the Site as shown in Figure 4. However, the northern limits of the site are just outside of the southern limits of the Hollywood EFZ and a surface trace is mapped approximately 600 feet to the northwest of the Site, at its closest approach.
- Liquefaction – Liquefaction is a transformation of soil from a solid to a liquefied state during which saturated soil temporarily loses strength resulting from the buildup of excess pore water pressure, especially during earthquake-induced cyclic loading. Soil susceptible to liquefaction includes loose to medium dense sand and gravel, low-plasticity silt, and some low-plasticity clay deposits. Based on the EZRIM for the Hollywood Quadrangle (CGS, 2014) and City of Los Angeles website ZIMAS, the Site is not located within a state designated liquefaction hazard zone as shown on Figure 4.
- Lateral Spreading – Lateral spreading is a phenomenon in which surficial soil displaces along a shear zone that has formed within an underlying liquefied layer. The surficial blocks are transported downslope or in the direction of a free face, by earthquake and gravitational forces. The Site is relatively flat and does not include a free-facing slope. Therefore the potential for lateral spreading is considered low.
- Earthquake-Induced Landslide Areas – Based on our review of the Hollywood Quadrangle EZRIM (CGS, 2014), the Site is not located within an ‘Earthquake-Induced Landslide’ zone, see Figure 4. Additionally, the topography onsite and in the site vicinity, is relatively flat. Therefore, the potential for earthquake-induced landslide is considered low.
- Seismic-Induced Ground Deformations – Seismic-induced ground deformations include ground surface settlement and differential settlement resulting from liquefaction of saturated cohesionless soils and cyclic densification of unsaturated sands and gravels caused by earthquakes. The potential for seismic-induced ground deformation is discussed later in Section 6.2.
- Historically High Groundwater – Based on our review of the “Seismic Hazard Zone Report for the Hollywood 7.5-Minute Quadrangle, Los Angeles County, California” (CDMG, 1998), the historical high groundwater depth is mapped at approximately 80 feet.
- Flood Mapping – Based on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Number 06037C1605F, dated 26 September 2008, the Site is mapped as ‘Area of Minimal Flood Hazard, Zone X’.

- Tsunami Inundation - A tsunami is a long high sea wave caused by an earthquake, submarine landslide, or other underwater disturbance. A seiche is an oscillation of surface water in an enclosed or semi-enclosed basin such as a lake, bay, or harbor. The Site is not located within an area potentially impacted by a Tsunami or seiche wave as mapped by the CGS (State of California, 2021).
- Oil Fields – Based on a search of the California Geologic Energy Management (CalGEM) Division's Well Finder online tool, accessed on 13 April 2022, the Site is not mapped within any oil field boundaries. The nearest plugged gas/oil well is located approximately 2,600 feet southwest of the Site. Therefore, since there is not local oil or gas extraction, the Site is not considered to be subjected to land subsidence due to oil or gas extraction from oil wells.
- Methane Zones – Based on the Los Angeles Department of Public Works, Engineering Division "Methane and Methane Buffer Zones" map, dated 31 March 2004, the Site is not mapped within a methane or methane buffer zone.
- Expansive Soils – Expansive soils experience swelling or shrinking due to moisture change as a result of cyclic wet/dry weather cycles, irrigation, landscaping, or site grading. Swelling and shrinking soils can result in differential movement of structures, including floor slabs and foundations, and site work, including hardscape, utilities, and sidewalks. Soils that exhibit shrinkage and swelling under these conditions generally consist of plastic clay. Expansive soil testing is discussed in Section 6.3.
- Soil Erosion – Soil erosion is the removal of soil by water and/or wind. Factors which influence the erosion potential include the soil type, amount of rainfall, wind, length and steepness of slopes, and the amount and type of vegetation covering the site and slopes. The Site is fully developed and has limited landscaping. The proposed development does not include slopes, or site features which may be susceptible to erosion; therefore, erosion potential of soils and loss of topsoil is considered to be low.

3.3 Aerial Photograph Review

As part of our geotechnical analysis, LANGAN reviewed historical aerial photographs dated between 1928 and 1986. Based on our review of the historical photographs, the Site was divided into multiple lots and the lots were developed with commercial or residential buildings in the 1928 aerial photograph. Trees can be observed on the lots. The neighboring property to the west appears undeveloped and trees can be observed on the property. The neighboring property to the east appears developed with a residential or commercial building, trees can be observed on the property. The neighboring properties to south appear to have residential buildings.

In the 1940 aerial photograph, the Site appears to have commercial buildings on some lots. The neighboring properties to the west, east and south appear unchanged from the 1928 aerial photograph. In the 1956 aerial photograph, the Site continues to appear to be divided into multiple lots with asphalt paved parking, vehicles and commercial buildings. The neighboring property to the east appears to have asphalt paved parking and a building in the south end. The neighboring property to the west appears as asphalt paved parking. The neighboring properties to the south appear unchanged from the 1940 aerial photograph. In the 1960 aerial photograph, the Site appears unchanged from the 1956 aerial photograph. Neighboring property to the west, east and south appear unchanged from the 1956 aerial photograph.

In the 1976 aerial photograph, the Site appears in its current form with asphalt paved parking and commercial buildings. Neighboring property to the west appears to have a commercial building.

Neighboring property to the east and south appear unchanged from the 1960 aerial photograph. In the 1986 aerial photograph, the Site and neighboring property to the south and west appear unchanged from the 1976 aerial photograph. The building in the eastern neighboring property is no longer visible. A list of the aerial photographs that were reviewed is attached in Appendix B.

4.0 SUBSURFACE INVESTIGATION

LANGAN's geotechnical field investigation consisted of seven (7) borings, identified as LB-1 to LB-7, that were drilled by Martini Drilling, Inc., on 22 to 25 February 2022 under full-time observation of a LANGAN field engineer. Borings were hand-augured to a depth of 5 feet and then drilled with hollow stem augers attached to truck mounted Central Mining Equipment (CME)-75 to a depth ranging from 41.5 to 101.5 feet.

Bulk samples of the upper 5 feet were collected at select boring locations. Standard Penetration Tests (SPT[1]) and relatively undisturbed ring samples were collected using a 3.0-inch-outer-diameter split-barrel California sampler lined with 2.42-inch-inner-diameter brass rings in accordance with ASTM D3550. Soil samples were visually examined and classified in the field in accordance with the Unified Soil Classification System (USCS). Upon completion, the borings were backfilled with cement-grout up to the ground surface, and the surface was patched with quick-set concrete. Excess soil cuttings were drummed.

Prior to drilling, the boring locations were marked out by a LANGAN field engineer. Underground Service Alert of Southern California (USA DigAlert) was contacted to locate and mark known public underground utilities within the public right-of-way. A Los Angeles County Department of Environmental Health water well permit was applied for and granted (SR0286749). A boring location plan is shown in Plate 1 and boring logs are included in Appendix C.

4.1 Laboratory Testing

Our laboratory testing program included the following analyses:

- Atterberg Limit – ASTM D4318
- Percent Fines – ASTM D1140
- Direct Shear – ASTM D3080
- Moisture and Density – ASTM D7263
- Consolidation – ASTM D2435
- Expansion Index – ASTM D4829
- Wash #200 Sieve – ASTM D1140
- Electrical Resistivity – CTM 643
- Chloride Content – CTM 422
- Sulfate Content – CTM 417
- Soil pH – CTM 643
- Modified Proctor – ASTM D1557

Laboratory testing was performed by Geo-Logic Associates, a City of Los Angeles certified testing agency (certification number 10198) under supervision of a California License Geotechnical Engineer (GE). We reviewed the laboratory testing results and accompanying certification letter and concur with the laboratory test data and accept responsibility for use of this data in our analysis. Laboratory test results are included in Appendix D.

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[1] The Standard Penetration Test is a measure of the soil density and consistency. The SPT N-value is defined as the number of blows required to drive a 2-inch outer diameter split-barrel sampler 12-inches or 3.0-inch-outer-diameter split-barrel California sampler lined with 2.42-inch-inner-diameter brass rings, after an initial penetration of 6 inches, using a 140-pound automatic hammer free falling of a height of 30-inches (ASTM D1586).

5.0 SUBSURFACE CONDITIONS

In general, borings indicated that subsurface conditions consist of fill underlain by alluvium. Boring locations are shown in Plate 1 and generalized subsurface cross-sections are presented in Plate 2 and 3. Our interpretation of the subsurface conditions is summarized below.

- Undocumented Fill – Up to 11 feet of undocumented fill was encountered under asphalt pavement. Cohesive fill was described as brown, dark brown, clay or silt with varying amounts of sand and gravel. Cohesionless fill was described as gray, dark brown, sand with varying amounts of clay and gravel. A raw SPT blow count of 2 was encountered in LB-7 for cohesive fill and a raw SPT blow count of 11 was encountered in LB-3 for cohesionless fill. Laboratory results for undocumented fill are summarized below.

Table 1 - Undocumented Fill Lab Results Summary

Boring/Sample	Moisture Content (Percent)	Liquid Limit (Percent)	Plastic Limit (Percent)	Maximum Dry Density (pcf)	Optimum Moisture Content (Percent)
LB-4/S-1	14.4	34	18	--	--
LB-1/B-1	--	30	17	124.5	11.5
LB-3/B-1	--	37	19	115.5	15

- Alluvium – Alluvium was encountered underlying the undocumented fill to the maximum explored depth of 101.5 feet. Cohesive alluvium was described as brown, reddish brown, dark brown, silt or clay with varying amounts of sand and gravel. Cohesionless alluvium was described as brown, orangish brown, light brown, dark brown, gray brown, sand with varying amounts of silt, clay and gravel.

  For cohesive soil, raw SPT blow counts of 2 to 9 were generally encountered in the upper 25 feet with raw SPT blow counts of 11 to 34 encountered deeper than 25 feet. For cohesionless soil, raw SPT blow counts of 7 to 18 were generally encountered in the upper 35 feet with raw SPT blow counts of 20 or higher encountered below 35 feet. For cohesionless soil, one raw SPT blow count of 17 was encountered at a depth of 70 feet in LB-5. A raw SPT blow count of 17 and 12 was encountered at a depth of 65 and 70 feet, respectively, in LB-7. Laboratory test results for alluvium samples are listed below.

Table 2 - Alluvium Lab Results Summary

Boring/Sample	Moisture Content (Percent)	Dry Density (pcf)	Liquid Limit (Percent)	Plastic Limit (Percent)	Passing #200 Sieve (Percent)
LB-3/S-3	–	–	--	--	61
LB-3/S-7	–	–	--	--	40
LB-3/S-15	–	–	--	--	33
LB-3/S-17	20.9	–	34	18	--
LB-4/S-2	16.2	–	--	--	--
LB-4/S-3	–	–	34	18	--
LB-5/S-4	–	–	--	--	34

Table 2 - Alluvium Lab Results Summary Continued

Boring/Sample	Moisture Content (Percent)	Dry Density (pcf)	Liquid Limit (Percent)	Plastic Limit (Percent)	Passing #200 Sieve (Percent)
LB-5/S-8	–	–	--	--	38
LB-5/S-10	12	–	31	15	--
LB-6/S-3	–	–	--	--	43
LB-6/S-6	–	–	--	--	40
LB-6/S-7	–	–	--	--	46
LB-7/S-2	10.1	105.8	--	--	--
LB-7/S-11	14.4	–	35	17	--
LB-7/S-12	–	–	--	--	51
LB-7/S-16	–	–	--	--	26
LB-7/S-19	–	–	--	--	14

Table 3 - Alluvium Direct Shear Test Results

		Peak Values		Ultimate Values	
Boring/Sample	**Unit Weight (pcf)**	**Friction Angle (Degrees)**	**Cohesion (psf)**	**Friction Angle (Degrees)**	**Cohesion (psf)**
LB-7/S-2	116	34	100	34	100
LB-3/S-4	122	28	200	28	200
LB-6/S-6	135	37	400	37	0
LB-1/S-9	138	32	1400	32	600
LB-5/S-11	138	35	600	32	600
LB-3/S-12	125	37	600	37	200

- Groundwater – Groundwater was encountered in boring LB-3 and LB-5 at a depth of approximately 82 feet. Groundwater was encountered in boring LB-7 at a depth of approximately 89 feet. The historic high groundwater depth was reported at approximately 80 feet.

6.0 GEOTECHNICAL EVALUATION AND RECOMMENDATIONS

Our geotechnical evaluation and recommendations for seismic design, seismic settlement, expansive soil, foundation support, floor slabs, pavement design, corrosion and site design are provided below.

6.1 Preliminary Seismic Design Parameter

Based on our evaluation of the subsurface conditions, the soils underlying the Site may be characterized as Seismic Site Class D, in accordance with Chapter 20 of ASCE 7-16. As such, the following seismic design criteria may be used.

Criteria	**Mapped Value (Site Class D)**
MCE_R Spectral Response Acceleration at Short Periods, S_S	2.115g
MCE_R Spectral Response Acceleration at 1 second period, S_1	0.753g
Short Period Site Coefficient, F_a	1.0
Short Period Site Coefficient, F_v	2.5
Site-modified MCE_R Spectral Response Acceleration at Short Periods, S_{MS}	2.115g
Site-modified MCE_R Spectral Response Acceleration at 1 second period, S_{M1}	1.883g
Design Spectral Response Acceleration at short periods, S_{DS}	1.41g
Design Spectral Response Acceleration at 1 second period, S_{D1}	1.255g
MCE_G Peak Ground Acceleration, PGA_M	0.998g

The recommended mapped values of F_v, S_{M1}, and S_{D1} above have been increased by 150 percent in accordance with the exception of Section 11.4.8.1 of Supplement No. 3 to ASCE 7-16. If the structural engineer elects not to use this exception in the seismic design approach, we should be notified so that we may develop site-specific response spectra and seismic design criteria in accordance with Chapter 21 of ASCE 7-16.

6.2 Liquefaction and Cyclic Densification Evaluation

Based on the historical high groundwater depth of 80 feet and that the shallowest depth groundwater was encountered during our exploration was 82 feet, liquefaction of the upper 50 feet of soils is not expected. Cyclic densification was evaluated for LB-5 and LB-7 in accordance with the guidelines titled, "City of Los Angeles Information Bulletin for Liquefaction Analysis Guidelines", effective 1 January 2020. In accordance with the guidelines, two analyses were performed, the first with a 2/3 PGA_M (design earthquake or DE level of ground shaking) and the second with the full PGA_M (maximum considered earthquake or MCE level of ground shaking), where PGA_M is the Maximum Considered Earthquake geometric mean peak ground acceleration adjusted for site class effects.

Under the MCE level of ground shaking, the looser alluvial soils to a depth of 20 to 25 feet are susceptible to dry settlement. For most of the development on the northern part of the site the proposed excavation will remove the looser soils, therefore less than 1 inch of settlement induced by cyclic densification is estimated. Under the DE level of ground shaking, less than 1 inch of settlement induced by cyclic densification is estimated.

The four-story structure (Building C) proposed adjacent to Carlton Way does not have any below grade levels. Preliminary evaluation indicates that dry dynamic settlement up to 3 inches may be occur under the MCE level of ground shaking. Ground improvement to a depth of 20 feet can be used to reduce settlement induced by cyclic densification to 2 inches or less. Ground improvement to a depth of 25 feet can be used to reduce settlement induced by cyclic densification to 1 inch or less. Under the DE level of ground shaking, less than 1 inch of settlement induced by cyclic densification is estimated.

6.3 Expansive Soils

Laboratory testing of the upper 5 feet of soil in LB-1 and LB-3 resulted in expansive index of 29 and 53 or low to medium expansive potential. However, we expect the upper 25 feet of material to be removed for the podium therefore any hardscape elements not supported on the podium should be designed for medium expansive soils.

Methods commonly used to reduce the effects of expansive soils include controlling the moisture content of the soils prior to placement of surface finishes, use of impermeable barriers around foundations, confinement of expansive soils through the use of non-expansive soil caps, and chemical stabilization. The Site should be designed to promote positive drainage away from the pavements and landscaping should consist of mainly drought tolerant native planting that requires limited irrigation.

6.4 Adjacent Metro B (Red) Line

The Metro B (Red) Line operates under and parallel to Hollywood Boulevard. Based on the plans titled "LA CBD to North Hollywood, Vermont/Hollywood Tunnel, Plan, STA AR&AL 540+00 to STA AR&AL 549+92" by Rail Construction Corporation, Metro Red Line dated 5 August 1999, the sidewall of the Metro B (Red) Line is, at its closest, approximately 16 feet from the property line and approximately 72 feet below Hollywood Boulevard. The proposed 6 story office building (Building A) is approximately 22 feet away from the Metro B (Red) Line sidewall. The proposed 35 story tower (Building B) is approximately 28 feet away from the Metro B (Red) Line sidewall. Based on preliminary evaluation, the 6 story office building (Building A) and podium are not estimated to result in any new surcharge loading on the Metro B (Red) Line tunnel. Similarly, the majority of the proposed 35 story tower (Building B) foundations are set far enough away from the tunnel that surcharge is not anticipated. Foundations on the northern side of the 35 story tower (Building B) may need to be supported on deep foundations, depending on final load and column grid conditions. Recommendations for deep foundation systems are provided in Section 6.5.2.

6.5 Foundation Evaluation and Alternatives

Based on our evaluation of the subsurface data and our understanding of the proposed development, foundations are expected to be underlain by alluvium which is suitable for support of the structure. Based on our review of the subsurface information, we anticipate the proposed structure can supported on shallow foundations such as spread footings or a mat foundation. Additional foundation information is provided below.

6.5.1 Podium Foundations

Two below grade levels are proposed in the western portion of the Site with a rough grade pad elevation of 367.5 feet or approximately 20 to 25 feet below grade. Three below grade levels is proposed in the eastern portion with a rough grade pad elevation of 357.5 feet or approximately 30 to 40 feet below grade. Assuming foundations are at least 22 feet below grade, foundations can be designed bearing on alluvium. Based on the subsurface conditions encountered, shallow foundations such as spread or continuous footings can be designed with the recommendations described below.

- Spread or Continuous Footing – Spread or continuous footings bearing on properly prepared subgrade consisting of alluvial soils or primary structural fill can be designed using an allowable bearing capacity of 5,000 to 6,000 psf. Foundations should be embedded a minimum of 24 inches below grade and at least 12 inches in width. The recommended allowable bearing capacity can be increased by one-third for transient loads such as wind and seismic for preliminary design.

  Spread or continuous footings designed in accordance with the above parameters are anticipated to settle less than one-inch under static loading, with differential settlements of less than ½-inch between adjacent columns. Settlements under dynamic loading are anticipated to be less than 1-inch.

  Any areas loosened during excavation should be over-excavated and re-compacted, alternatively the area can be backfilled with lean concrete placed in accordance with the recommendations included in this report.

  The foundation subgrade should be free of standing water and deleterious debris, firm and unyielding. The foundation subgrade should be observed and approved by a City of Los Angeles Deputy Grading Inspector prior to steel or concrete placement. The foundations should be constructed as soon as possible following subgrade approval. The contractor shall be responsible for maintaining the subgrade in its approved condition (i.e. free of water, debris, etc.) until the footing is constructed.

- Mat Foundation – If the number and size of spread footings becomes impractical, a feasible alternative is to support the structure on a mat foundation. For structures supported on mat foundations bearing on alluvium or primary structural fill, an allowable bearing pressure on the order of 5,000 psf or higher may be feasible. Depending on the distribution of bearing pressures, tributary area of the bearing pressures below the mat foundation, and the size of the mat foundation, total and differential settlements are expected to govern the recommended bearing capacities. As such, mat foundations are expected to be designed using vertical modulus of subgrade reaction by the structural engineer, in order to estimate settlements based on applied bearing pressures.

  For mat foundations bearing on alluvium or primary structural fill, a preliminary vertical modulus of subgrade reaction, K_1, of 150 psi/in may be used. It should be noted that this recommended value is appropriate for a 1 feet by 1 feet tributary area; therefore, the recommended value should be adjusted using the formula:

$$K_S = K_1 * \left(\frac{1+B}{2B}\right)^2$$

where,

K_S = adjusted vertical subgrade modulus for appropriate tributary area of the applied bearing pressure or foundation,
B = tributary width of the applied bearing pressure or foundation.

Near the edges of the mat foundation, acting over a width of B/6, the preliminary vertical modulus may be increased by a factor of 2. It should be noted that the above recommendations are preliminary and are appropriate for static (long-term) loading conditions. We expect that additional analysis will be required when the design progresses as the engineer finalizes their model.

Mat foundations designed in accordance with the above preliminary recommendations are anticipated to settle less than 2 to 3 inches under static loading conditions with differential settlements of less than ¾-inch between adjacent columns. Seismic-induced settlements due to cyclic densification are estimated to be less than 1 inch with differential settlement of less than ¾-inch over 50 feet.

- Lateral Resistance: Foundations bearing on appropriately prepared subgrade comprised of alluvium or primary structural fill can be designed to resist lateral sliding using an allowable coefficient of friction of 0.3. Additionally, a passive resistance of 250 psf/foot which is based on an allowable ½-inch deflection may be used in combination with the sliding friction. The sliding resistance has a factor safety of 2.
- Subgrade Preparation – Following mass excavation, the excavation bottom should be proof-rolled and the subgrade should be verified to be firm and unyielding by a qualified City of Los Angeles Deputy Grading Inspector. Additional over-excavation may be necessary, as required by the City of Los Angeles Deputy Grading Inspector to remove unsuitable soils. Loose or disturbed soils at the bottom of the excavation should be removed and replaced with approved compacted fill or lean concrete.

6.5.2 Deep Foundations

If mat foundations are not considered feasible for supporting the proposed tower structures due building loads or excessive differential settlements between structures, or due to foundations potentially surcharging the Metro B (Red) Line tunnel, deep foundations are a feasible foundation support. Conventional deep foundation systems installed within the City of Los Angeles include cast-in-drilled-hole (CIDH) piles with 24 to 60 inch diameters. Due to the granular or cohesionless nature of the soils, CIDH piles may require the use of drilling fluid or casing for successful installation. Although less conventional, augered-cast-in-place (ACIP) and drilled displacement piles foundation systems have also been used in the City of Los Angeles area but require additional load testing and construction verification. Such piles typically range in diameter from 16 to 24 inches, however, larger diameter elements have been used. The design of deep foundation systems depend on the required loading, ground conditions, length, diameter, concrete/grout strength, and steel reinforcing. For preliminary design, we expect that 24-inch diameter piles that are 50 to 60 feet long may be designed with an axial capacity of 300 to 400 kips, based on a factor of safety of 2, which assumes site specific load tests are performed.

Estimates of lateral capacity will be a function of the foundation type, geometry, foundation stiffness, and soil conditions. We can provide these recommendations if requested by the structural engineer. Settlement estimates of deep foundation systems will be a function of the structural loading, foundation diameter and length, pile cap size, and various other factors.

Regardless of the drilled deep foundation type chosen, a pre-construction test pile and pile load test program is recommended to verify the pile element's geotechnical and structural capacities, as well as the contractor construction means and methods required to provide suitable piles on a production basis.

6.6 Building C Foundations

The 4-story residential building (Building C) adjacent to Carlton Way is proposed with a finished floor elevation of 378 feet or 1 to 3 feet below grade. The structure can be supported on a mat foundation bearing on 2 feet of primary structural fill with and an average bearing pressure of

3,000 to 5,000 psf can be used for design. The allowable bearing capacity can be increased by one-third for temporary transient loading, such as earthquake or wind.

Depending on the distribution of bearing pressures, tributary area of the bearing pressures below the mat foundation, and the size of the mat foundation, total and differential settlements are expected to govern the recommended bearing capacities. As such, mat foundations are expected to be designed using vertical modulus of subgrade reaction by the structural engineer, in order to estimate settlements based on applied bearing pressures.

For mat foundations bearing primary structural fill, a preliminary vertical modulus of subgrade reaction, K_1, of 100 pounds per cubic inch (psi/in) may be used. It should be noted that this recommended value is appropriate for a 1 feet by 1 feet tributary area; therefore, the recommended value should be adjusted using the formula:

$$K_S = K_1 * \left(\frac{1 + B}{2B}\right)^2$$

where,
K_S = adjusted vertical subgrade modulus for appropriate tributary area of the applied bearing pressure or foundation,
B = tributary width of the applied bearing pressure or foundation.

Near the edges of the mat foundation, acting over a width of B/6, the preliminary vertical modulus may be increased by a factor of 2. It should be noted that the above recommendations are appropriate for static (long-term) loading conditions.

Mat foundations designed in accordance with the above recommendations are anticipated to settle less than 1 inch under static loading conditions with differential settlements of less than 1/2-inch between adjacent columns. Combined static plus seismi settlement will be less than 4 inches total and less than 2 inches differential.

<u>Lateral Resistance:</u> Foundations bearing on appropriately prepared subgrade comprised of primary structural fill can be designed to resist lateral sliding using an allowable coefficient of friction of 0.3. Additionally, a passive resistance of 200 psf/foot which is based on an allowable ½-inch deflection may be used in combination with the sliding friction.

<u>Subgrade Preparation</u>: Following mass excavation, the excavation bottom should be proof-rolled and the subgrade should be verified to be firm and unyielding by a qualified City of Los Angeles Deputy Grading Inspector. Additional over-excavation may be necessary, as required by the City of Los Angeles Deputy Grading Inspector to remove unsuitable soils. Loose or disturbed soils at the bottom of the excavation should be removed and replaced with approved primary structural fill, lean concrete or slurry.

6.7 Floor Slabs

We anticipate the floor slab can be designed as a slab-on grade bearing on an adequately prepared subgrade. For preliminary design, we recommend that slabs be designed in accordance with the 2022 City of Los Angeles Building Code using a vertical modulus of subgrade reaction of 150 psi/in. Floor slabs should be a minimum of 5 inches thick. A 15 mil moisture barrier can be used to protect moisture sensitive floor areas, the moisture barrier should be installed under the concrete floor slab with joints lapped not less than 6 inches and 4 inches of free draining material. Steel reinforcing should be designed by the project’s Structure Engineer.

6.8 Below-Grade Walls

Below grade walls with a height of 20 to 40 feet are anticipated to meet rough grade pad elevation however deeper excavations are anticipated for foundations and/ or pile caps. Below grade walls are assumed with level backfill and retain alluvium. Below-grade walls are presumed to be fixed against rotation and restrained. Below-grade walls can be designed to resist soil and surcharge pressures using the parameters below.

- Coefficient of Friction = 0.25 to 0.3
- Soil Unit Weight = 120 pounds per cubic foot (pcf)
- Friction Angle = 28 to 34 degrees
- Equivalent Fluid Pressure (At-Rest Condition / Restrained Wall) = 60 to 70 psf/ft
- Equivalent Fluid Pressure (Active Condition / Unrestrained Wall) = 40 to 50 psf/ft
- The proposed retained soil height for the basement walls is greater than 6 feet. Therefore, additional earth pressures caused by seismic ground shaking should be considered in design. In accordance with the 2022 LABC, below-grade walls should be designed for seismic loading conditions using the active earth pressure plus the seismic thrust increment of 30 psf / foot. When retained soil heights are greater than 15 feet, lower height dependent seismic thrust earth pressures may be feasible, which are a function of the seismic site class, level of ground shaking, and retained soil height. The height dependent seismic thrust earth pressures are subject to approval by the City of Los Angeles structural and geotechnical plan reviewer.
- At-rest, active, passive, and seismic thrust increment should be considered to follow a triangular distribution.
- Lateral loads from surcharges on basement walls may be considered to impart surcharges to the restrained walls using an earth pressure coefficient of ½ for restrained walls presuming a uniform distribution. Surcharge loading from adjacent foundations should be considered where the adjacent foundations are supported on the soil above a 1H:1V theoretical influence line projecting upwards from the below-grade wall.
- Surcharge loading should consider adjacent streets, vehicular traffic, and sidewalks. Where vehicular traffic will pass within 10 feet of below-grade walls, temporary traffic loads should be considered in the design of walls. Traffic loads such as fire trucks or cars parked on the street beyond the side walk may be modeled by a minimum uniform pressure of 100 psf /foot applied on the upper 10 feet of the walls.
- A wall drainage system, such as uniformly spaced prefabricated drainage panels connected to a foundation (toe) drain, should be installed behind below-grade walls to divert water to an interior drainage and sump system. Typically, drainage panels are placed between lagging, soldier piles, and shotcrete basement walls and drain into a horizontal drainage composite attached to the bottom of the panels. Vertical pipes collect the water from the horizontal drainage composite and divert it to pipes that lead to interior concrete floor drains and sumps. Langan recommends the use of a pre-manufactured collection system that is designed to collect water from the drainage composite and convey it to interior pipes. This type of drainage panel system does not require rock pockets.

6.9 Corrosion Considerations

Chemical analyses performed on select samples are summarized below.

Table 4 - Summary of Chemical Test Results for Corrosion

Boring / Sample ID	Resistivity (ohm-cm)	pH	Sulfate (%)	Chloride (%)
LB-1/B-1	1,890	7.7	0.023	0.0066
LB-3/B-1	760	7.5	0.4995	0.0054

Based on the minimum resistivity, the upper 5 feet of soil at LB-1 is considered moderately corrosive to ferrous metals (Romanoff, 1957). Based on the minimum resistivity, the upper 5 feet of soil at LB-3 is considered corrosive to ferrous metals (Romanoff, 1957). All subsurface structures and utilities should be protected against corrosion. A corrosion expert should be consulted during the design phase for the most economical and effective corrosion protection if ferrous utilities are required.

Based on the American Concrete Institute (ACI) 318-19, concrete can be designed for sulfate exposure as class S0. The upper 5 feet of soil at LB-3 is considered sulfate exposure class S2. Considering the upper 25 feet will be removed for the podium, confirmatory testing of the proposed subgrade material should be performed during the design level investigation. Corrosion test results are attached in Appendix D.

6.10 Temporary Excavation Support

Temporary excavations up to 40 feet are anticipated for rough grading however deeper excavations for footings and/ or pile caps might be needed. Temporary excavations will be required to facilitate below-grade excavation for the proposed development and will need to be constructed in accordance with Cal/OSHA and City of Los Angeles requirements. Based on our project understanding, the excavations will occupy the entire footprint of the site. Therefore, temporary slopes are not anticipated to be utilized during construction. However, should temporary slopes be required, they should be constructed in accordance with Cal/OSHA and City of Los Angeles requirements.

We anticipate soldier beams and lagging with rakers or tiebacks could be used for temporary excavations support. Written permission allowing use of tiebacks will be required from adjacent property owners or public right-of-way. Prior to installation of tiebacks, the location of subsurface utilities as well as relative to the proposed tieback locations should be verified. If tiebacks are not feasible, Rakers with deadmen are often required.

Surcharge loading due to adjacent structures, temporary traffic and construction loading within a distance of 30 feet from top of the wall should be designed as a constant load equal to 1/3 the applied surcharge. Heavy concentrated construction surcharges (i.e. cranes, material storage, etc.) should be kept a minimum distance of 10 feet away from the wall unless the shoring system is designed for these concentrated loads. Surcharge loading should consider adjacent streets, vehicular traffic, and sidewalks. Where vehicular traffic will pass within 10 feet of shoring, temporary traffic loads should be considered in the design.

7.0 EARTHWORK RECOMMENDATIONS

7.1 Mass Excavation and Grading

Prior to the commencement of excavation and grading, a meeting should be held at the site with the owner, city inspector, excavation/grading contractor, civil engineer, and Geotechnical Engineer to discuss the work schedule and geotechnical aspects of the grading.

Any foundation and abandoned utility remnants or construction debris associated with former site structures encountered within excavations should be fully removed, where practical, and any void spaces that may be created should be backfilled with approved structural fill. If utility pipes are too deep to be removed economically, they should be filled with cement, sand grout or equivalent material that will prevent future collapse of the pipe.

Any soft, loose, or unsuitable soils identified by the City of Los Angeles Deputy Grading Inspector during subgrade preparation should be removed and replaced with approved structural fill. Any environmentally unsuitable soils encountered during the excavation process should be removed and properly disposed of off-site in accordance with all state and local regulations.

7.2 Excavation Obstructions

Based on available subsurface data, concrete from slabs, retaining walls and foundations from prior buildings may potentially be encountered during building and foundation excavations and shoring installation. The contractor should be aware of this potential and have proper equipment on site to excavate or bypass obstructions.

7.3 Fill Material and Compaction Criteria

Fill material (imported or on-site) should be free of organic and other deleterious materials and should have a maximum particle size no greater than 3 inches. The on-site granular portions of the alluvial soils containing less than 12 percent passing the #200 sieve are suitable for use as compacted fill. Any excavated on-site soils not meeting the gradation criteria should be mixed such that the gradation of the excavated soils is acceptable, as determined by the Geotechnical Engineer. All fills should be placed in accordance with the placement and compaction criteria discussed in this report.

Although not anticipated, imported fill should contain no more than 12 percent passing the #200 sieve by dry weight and have a plasticity index less than 7. Grain size distributions, maximum dry density, and optimum water content determinations should be made on representative samples of the proposed fill material.

Secondary structural fill should be placed in loose lifts no greater than 12 inches in thickness, moisture conditioned within 3 percent of optimum moisture content, and compacted to at least 95 percent of the laboratory maximum dry density for cohesionless soils and 90 percent of the maximum dry density for cohesive soils as determined by ASTM D1557 (Modified Proctor). Cohesive soils are defined as having more than 15 percent of particles passing the #200 sieve.

Primary structural fill placed within the building footprint should be placed in loose lifts no greater than 8 inches in loose lift thickness, moisture conditioned within 3 percent of optimum moisture content, and compacted to at least 95 percent of the laboratory maximum dry density as determined by ASTM D1557 (Modified Proctor).

All structural fill placement should be subject to controlled engineering observation by a City of Los Angeles Deputy Grading Inspector. No fill material should be placed on areas where free water is standing or on surfaces that the geotechnical consultant has not approved.

8.0 PROTECTION OF NEIGHBORING STRUCTURES

All new construction work should be performed so as not to adversely impact or cause loss of support to structures, hardscape and landscape elements, paving, or utilities to remain. At a minimum, a preconstruction conditions documentation comprised of photographic and videographic documentation of accessible and visible areas of neighboring structures, landscaped, and hardscaped areas including pavements and sidewalks should be considered before beginning construction at the Site.

9.0 FUTURE STUDIES

The conclusions and preliminary recommendation provide herein are based on project information provided to date and a limited number of borings. As part of schematic design, when structural loads are available, the following additional geotechnical studies should be provided:

- A design-level geotechnical investigation and evaluation that includes site-specific exploratory borings that extend below the proposed foundation level to confirm the subsurface conditions that were anticipated and which formed the basis of our preliminary recommendations.
- Development of site-specific response spectra in accordance with Chapter 21 of ASCE 7-16, if required by the project structural engineer.

10.0 CONCLUSIONS

The conclusions and preliminary recommendations provided in this report result from our interpretation of the geotechnical conditions existing at the site inferred from a limited number of borings, as well as architectural information provided by 6000 Hollywood Associates, LLC. Actual subsurface conditions may vary. Recommendations provided are dependent upon one another and no recommendation should be followed independent of the others.

Any proposed changes in structures or their locations should be brought to LANGAN’s attention as soon as possible so that we can determine whether such changes affect our recommendations. Information on subsurface strata and groundwater levels shown on the logs represent conditions encountered only at the locations indicated and at the time of investigation. If different conditions are encountered during construction, they should immediately be brought to LANGAN’s attention for evaluation, as they may affect our recommendations.

This report has been prepared to assist the Owner, architect, civil engineer, and structural engineer in the entitlement process and Environmental Impact Report, and is only applicable to the design of the specific project identified. The information in this report cannot be utilized or depended on by engineers or contractors who are involved in evaluations or designs of facilities (including underpinning, grouting, stabilization, etc.) on adjacent properties which are beyond the limits of that which is the specific subject of this report.

Environmental issues (such as permitting or potentially contaminated soil and groundwater) are outside the scope of this study and should be addressed in a separate evaluation.

11.0 REFERENCES

11.1 Publications, Codes, and Standards

American Concrete Institute (ACI) (2019), Building Code Requirements for Structural Concrete, ACI 318-19.

American Society of Civil Engineers (2016), Minimum Design Loads for Buildings and Other Structures, ASCE/SEI 7-16.

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Campbell, R.H., Willis, C.J., Irvine, P.J., and Swanson, B.J., 2014, Preliminary Geologic Map of the Los Angeles 30’ x 60’ Quadrangle, Southern California, Version 2.1: United States Geological Survey, Scale 1:100,000.

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City of Los Angeles Department of Building and Safety, (2020), “Contents of Reports for Submittal to LADBS Grading Division”, effective 1 January 2020.

City of Los Angeles Zoning Information and Map Access System Website (2020), http://zimas.lacity.org/, accessed 15 April 2022.

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Hoots, H.W., 1931, Geology of the eastern part of the Santa Monica Mountains, Los Angeles County, California: U.S. Geological Survey, Professional Paper 165, scale 1:24,000.

State of California, (2021), Tsunami Hazard Area Map, Los Angeles County; produced by the California Geological Survey, the California Governor's Office of Emergency Services, and AECOM; dated 22 March 2021, mapped at multiple scales.

U.S. Geological Survey ANSS Comprehensive Earthquake Catalog (ComCat), https://earthquake.usgs.gov/data/comcat/, accessed 19 April 2022.

11.2 Plans

KPFF, (2022), ALTA/NSPS Land Title Survey, revised 14 February 2022

KPFF, (2022), Design Survey, Hollywood Toyota, prepared 11 June 2022

OFFICE UNTITLED, (2023), 6000 Hollywood Blvd, dated 28 March 2023

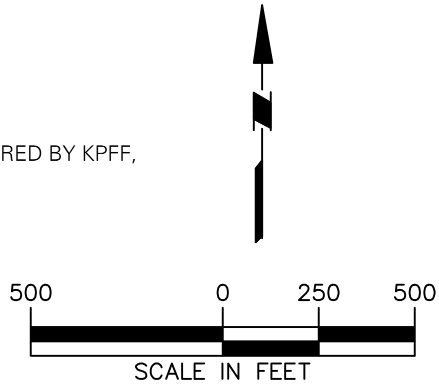
FIGURES and PLATE

NOTES:

1. BACKGROUND IMAGE REFERENCED FROM BING MAPS ON 21 FEBRUARY 2022.
2. SITE LIMITS REFERENCED FROM PLAN TITLED, "ALTA/NSPS LAND TITLE SURVERY" PREPARED BY KPFF, DATED 14 DECEMBER 2021.

LEGEND:

——— APPROXIMATE SITE LIMITS



DRAFT

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Project

HOLLYWOOD TOYOTA SITE

LOS ANGELES

LOS ANGELES COUNTY CALIFORNIA

Figure Title

SITE VICINITY MAP

Project No.
700109601

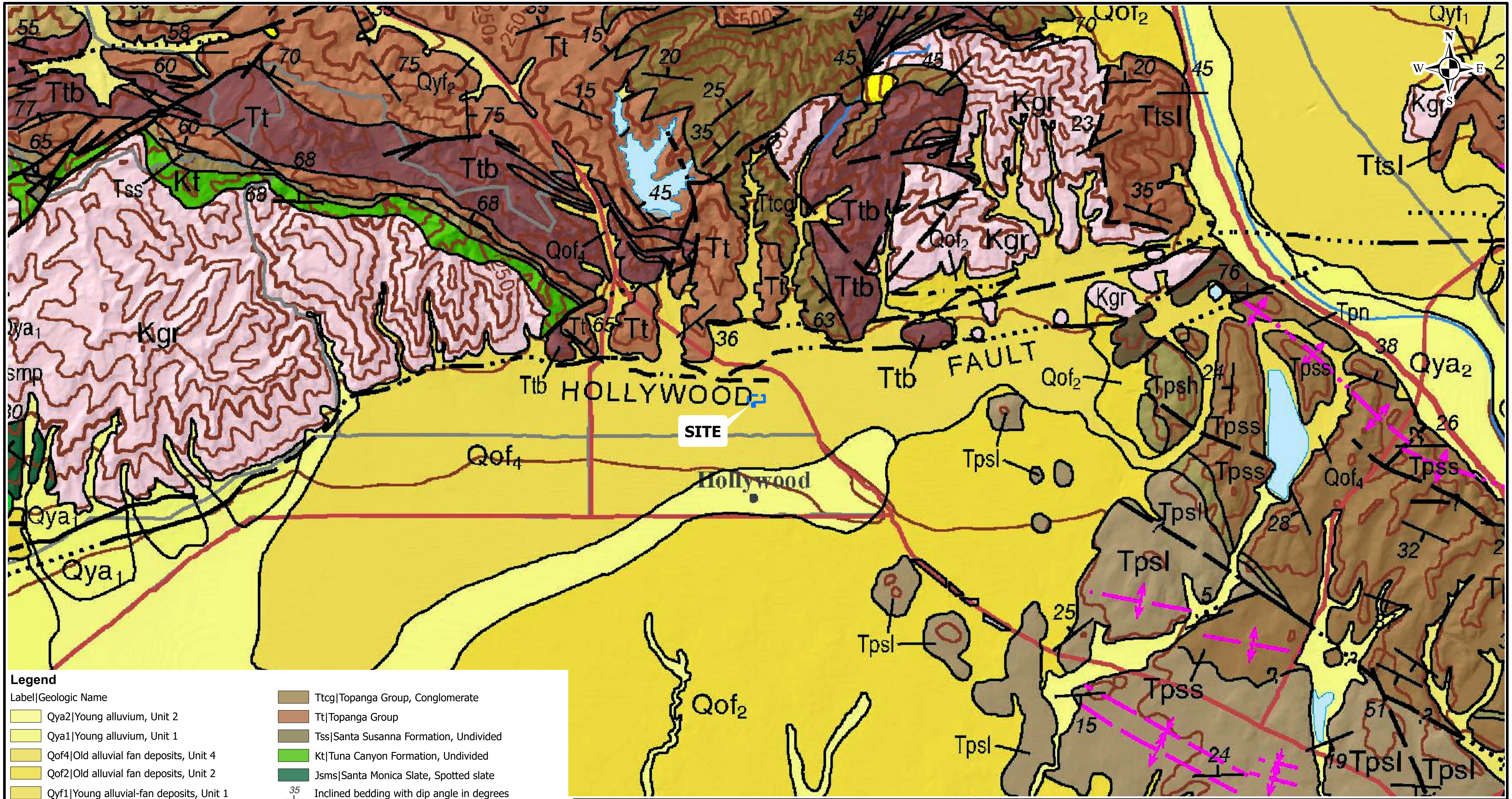
Date
APRIL 2022

Scale
AS SHOWN

Drawn By
RF

Figure No.
1

Filename: \\langan.com\data\IRV\data6\700109601\Project Data_Discipline\Geotechnical\CAD - GEO\GeoFigures_KT.dwg Date: 4/20/2022 Time: 10:11 User: ktran Style Table: Langan.stb Layout: SVM



Legend

Label|Geologic Name

▨ Qya2|Young alluvium, Unit 2
▨ Qya1|Young alluvium, Unit 1
▨ Qof4|Old alluvial fan deposits, Unit 4
▨ Qof2|Old alluvial fan deposits, Unit 2
▨ Qyf1|Young alluvial-fan deposits, Unit 1
▨ Kgr|Granitic rocks
▨ Tpss|Puente Formation, Sandstone
▨ Tpsh|Puente Formation, Siliceous Shale
▨ Tpn|Puente Formation, Undivided
▨ Ttsl|Topanga Group, Siltstone
▨ Tpsl|Puente Formation, Siltstone
▨ Ttb|Topanga Group, Intrusive and extrusive volcanic rocks
▨ Ttcg|Topanga Group, Conglomerate
▨ Tt|Topanga Group
▨ Tss|Santa Susanna Formation, Undivided
▨ Kt|Tuna Canyon Formation, Undivided
▨ Jsms|Santa Monica Slate, Spotted slate
35 Inclined bedding with dip angle in degrees
Anticline - Soil where accurately located; long dash where approximately located; dotted where concealed
Approximate Site Boundary

Notes:
1. Imagery courtesy of CGS 30'x60' for Los Angeles, Campbell 2014.
2. All features shown are approximate.

3,000 0 3,000
SCALE IN FEET

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TOYOTA SITE

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LOS ANGELES COUNTY CALIFORNIA

Figure Title

REGIONAL
GEOLOGIC MAP

Project No.
700109601
Date
4/15/2022
Scale
1"=3,000'
Drawn By
TO

Figure No.
2

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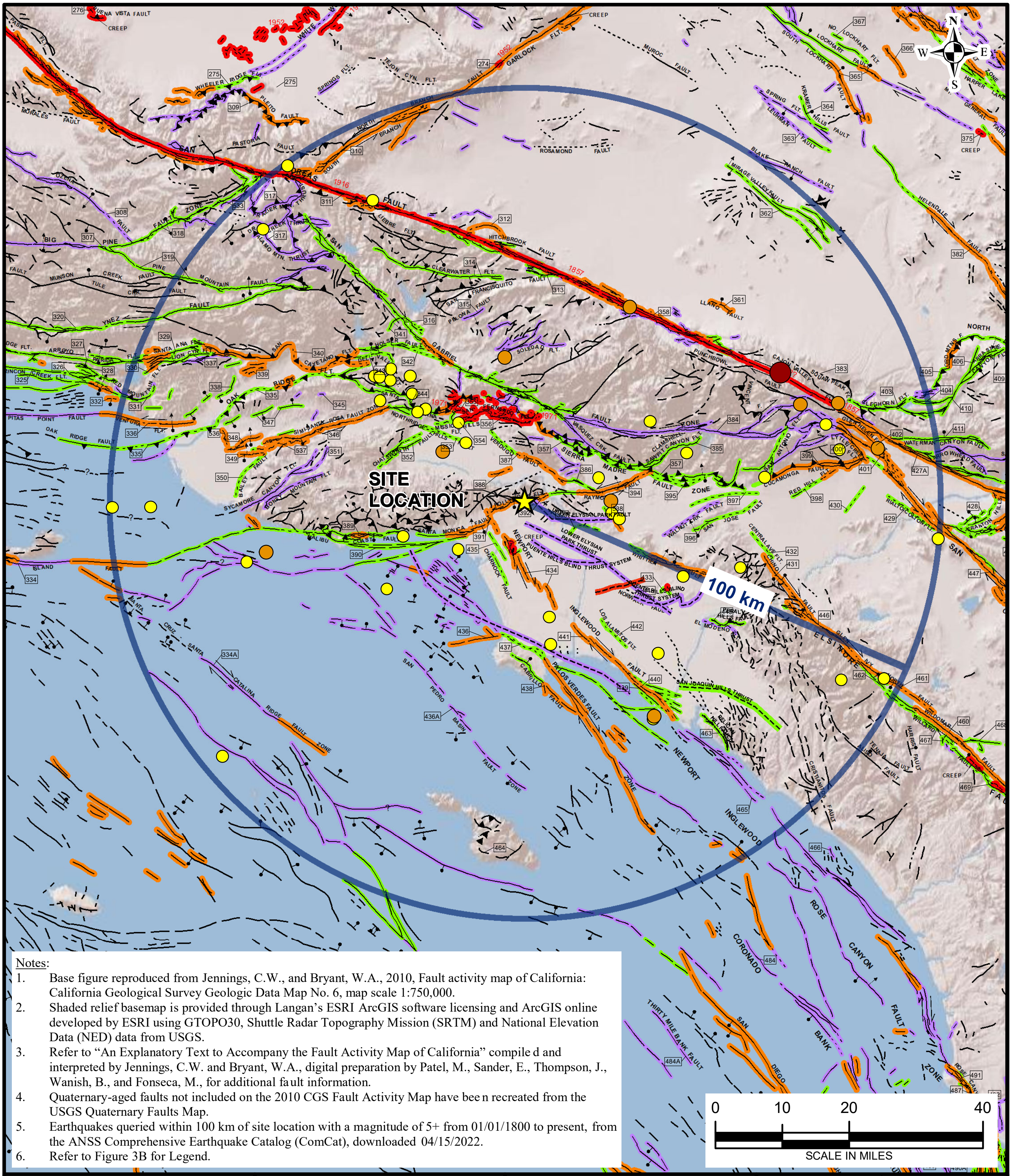

Notes:

1. Base figure reproduced from Jennings, C.W., and Bryant, W.A., 2010, Fault activity map of California: California Geological Survey Geologic Data Map No. 6, map scale 1:750,000.
2. Shaded relief basemap is provided through Langan's ESRI ArcGIS software licensing and ArcGIS online developed by ESRI using GTOPO30, Shuttle Radar Topography Mission (SRTM) and National Elevation Data (NED) data from USGS.
3. Refer to "An Explanatory Text to Accompany the Fault Activity Map of California" compiled and interpreted by Jennings, C.W. and Bryant, W.A., digital preparation by Patel, M., Sander, E., Thompson, J., Wanish, B., and Fonseca, M., for additional fault information.
4. Quaternary-aged faults not included on the 2010 CGS Fault Activity Map have been recreated from the USGS Quaternary Faults Map.
5. Earthquakes queried within 100 km of site location with a magnitude of 5+ from 01/01/1800 to present, from the ANSS Comprehensive Earthquake Catalog (ComCat), downloaded 04/15/2022.
6. Refer to Figure 3B for Legend.

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Figure Title

QUATERNARY FAULT
ACTIVITY AND
EARTHQUAKE
EPICENTER MAP

Project No.
700109601

Date
APRIL 2022

Scale
1 inch = 20 miles

Drawn By
TO

Figure
3A

Path: \\langan.com\data\IRV\data6\700109601\Project Data\ArcGIS\MXD\Geotech_Figures\Fault Map - 700109601.mxd Date: 4/15/2022 User: Toulie Time: 3:33:00 PM

LEGEND:

☆ Site Location

Fault Age

🟥 Historic

🟧 Holocene

🟩 Late Quaternary

🟪 Early Quaternary

⬛ Pre-Quaternary Fault

▭ 100 km Search Radius

Earthquake Epicenter

● Magnitude 5.0 to 5.9

● Magnitude 6.0 to 6.9

● Magnitude 7.0 to 7.4

● Magnitude 7.5 to 8.0

Fault Symbols

Bar and ball on downthrown side (relative or apparent).

⇄ Relative or apparent direction of lateral movement.

↑ Direction of dip.

▼ Low angle fault (barbs on upper plate). Fault surface generally dips less than 45° but locally may have been subsequently steepened.

491 Numbers refer to annotations listed in the appendices of the accompanying report.

Structural discontinuity (offshore) separating differing Neogene structural domains.

▨ Brawley Seismic Zone.

Fault Classification

Fault along which historic (last 200 years) displacement has occurred and is associated with one or more of the following:
(a) a recorded earthquake with surface rupture. (Also included are some well-defined surface breaks caused by ground shaking during earthquakes, e.g. extensive ground breakage, not on the White Wolf fault, caused by the Arvin-Tehachapi earthquake of 1952). The date of the associated earthquake is indicated. Where repeated surface ruptures on the same fault have occurred, only the date of the latest movement may be indicated, especially if earlier reports are not well documented as to location of ground breaks.
(b) fault creep slippage - slow ground displacement usually without accompanying earthquakes.
(c) displaced survey lines.

1906 ▶
1906 ▷
A triangle to the right or left of the date indicates termination point of observed surface displacement. Solid red triangle indicates known location of rupture termination point. Open black triangle indicates uncertain or estimated location of rupture termination point.

▶1906◀ Date bracketed by triangles indicates local fault break.

1906 No triangle by date indicates an intermediate point along fault break.

CREEP Fault that exhibits fault creep slippage. Hachures indicate linear extent of fault creep. Annotation (creep with leader) indicates representative locations where fault creep has been observed and recorded.

1906 ■
1906 ■
Square on fault indicates where fault creep slippage has occured that has been triggered by an earthquake on some other fault. Date of causative earthquake indicated. Squares to right and left of date indicate terminal points between which triggered creep slippage has occurred (creep either continuous or intermittent between these end points).

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LOS ANGELES
LOS ANGELES COUNTY CALIFORNIA

Figure Title
QUATERNARY FAULT ACTIVITY AND EARTHQUAKE EPICENTER MAP

Project No. 700109601
Date APRIL 2022
Scale NOT TO SCALE
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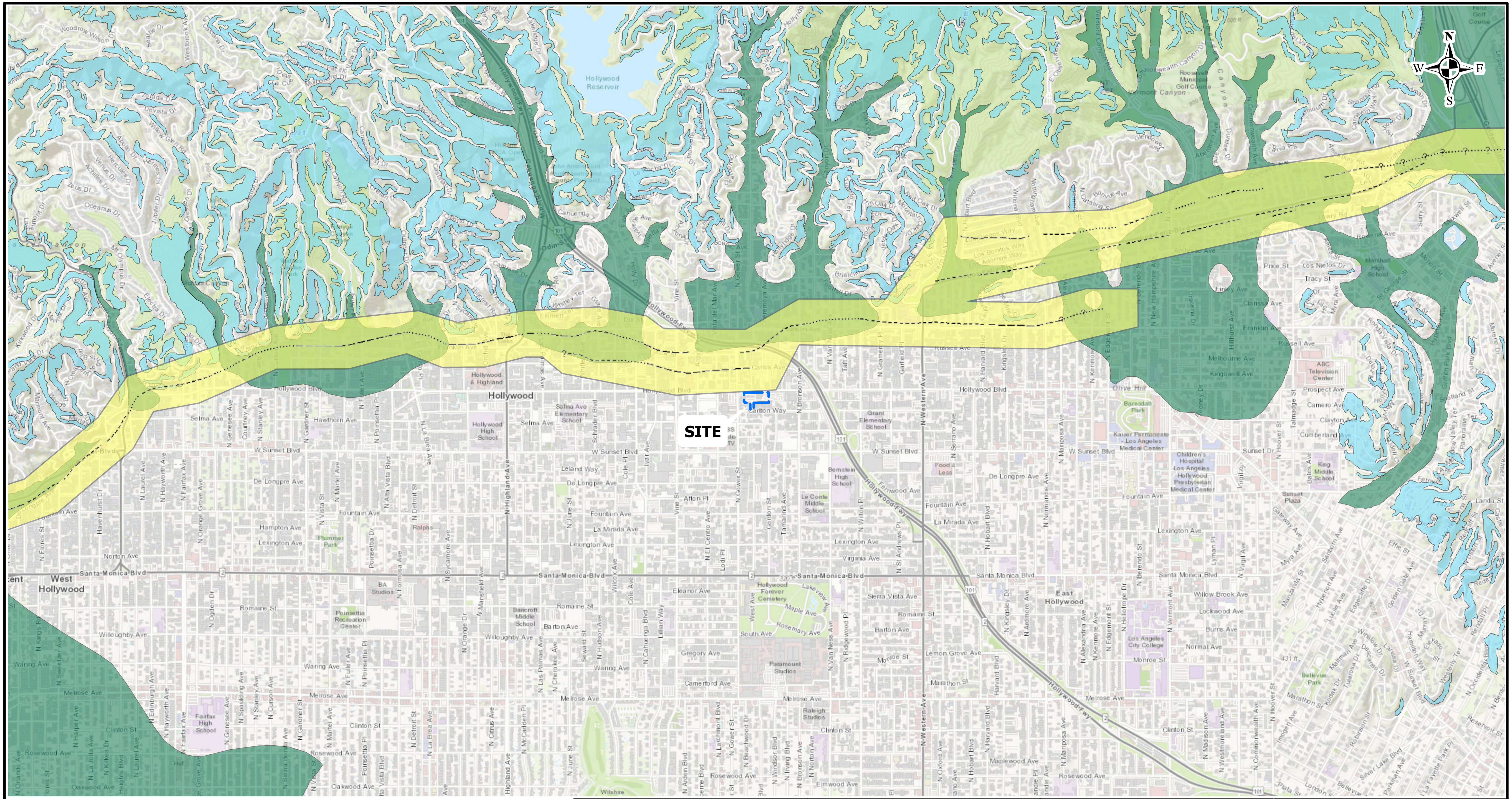
Figure 3B

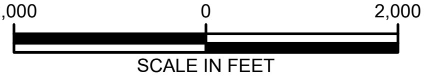


Legend

Fault Traces

- ─── Accurately Located
- ─ ─ ─ Approximately Located
- ?─ ─ Approximately Located, Queried
- - - - Inferred
- ····· Concealed
- ?···· Concealed, Queried
- 🟨 Fault Zones
- 🟦 Landslide Zones
- 🟩 Liquefaction Zones
- ⬚ Approximate Site Boundary

Notes:
1. Landslide Zones, Liquefaction Zones, and Alquist-Priolo Earthquake Fault Zones data courtesy of the California Department of Conservation.
2. All features shown are approximate.



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HOLLYWOOD TOYOTA SITE

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Figure Title

EARTHQUAKE ZONES OF REQUIRED INVESTIGATION

Project No.
700109601

Date
4/15/2022

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Figure
4

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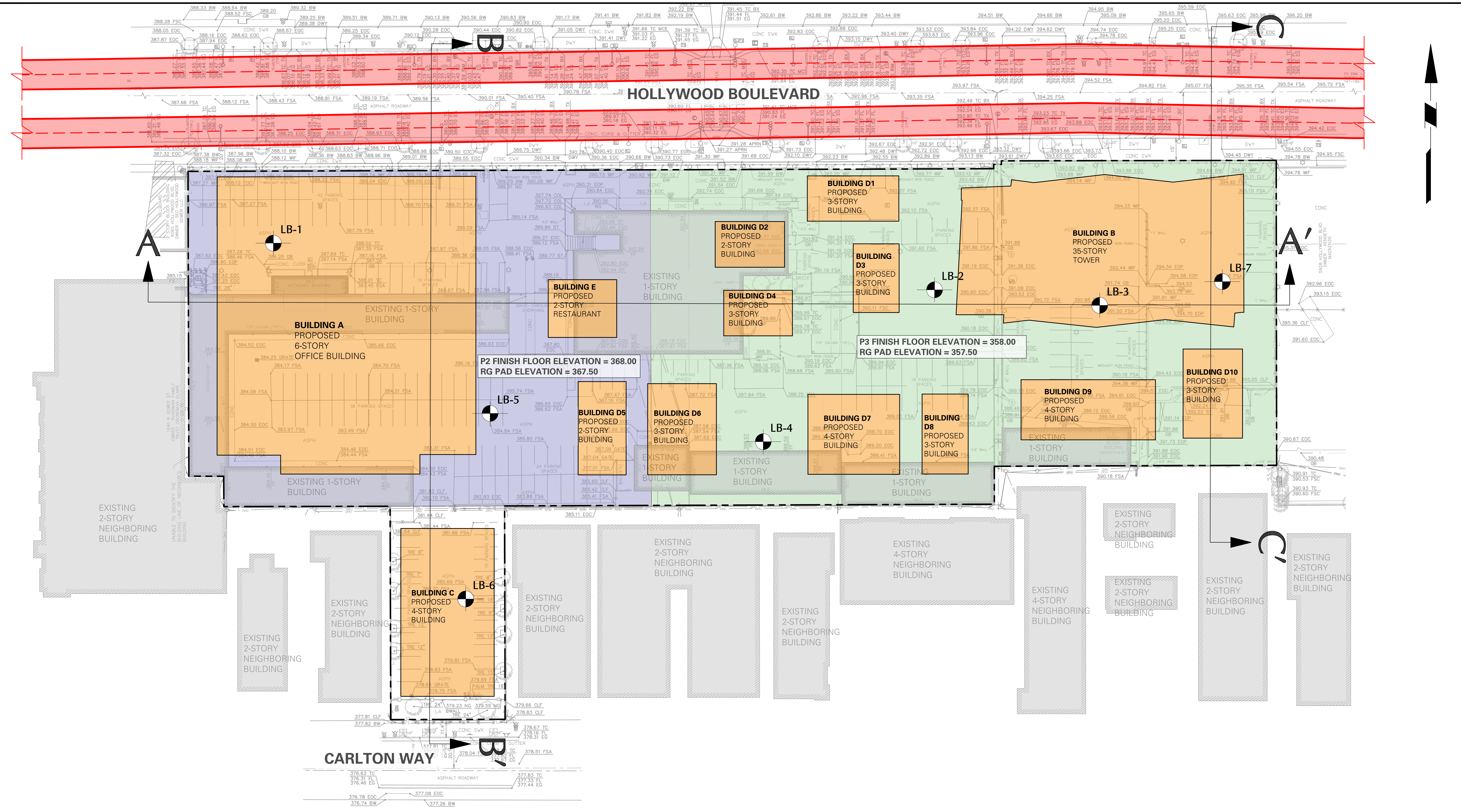

NOTES:

1. BACKGROUND IMAGE AND SITE LIMITS REFERENCED FROM PLAN TITLED, "DESIGN SURVERY" PREPARED BY KPFF, DATED 11 MAY 2022.
2. PROPOSED OFFICE BUILDING, TOWNHOUSE BUILDING, AND TOWER LIMITS ARE REFERENCED FROM THE PLANS TITLED "6000 HOLLYWOOD BLVD, ENTITLEMENT SET - PLOT PLAN" SHEET A0.51 BY OFFICEUNTITLED DATED 28 MARCH 2023.
3. PROPOSED PODIUM LIMITS AND FINISHING FLOOR ELEVATIONS ARE REFERENCED FROM THE PLANS TITLED "6000 HOLLYWOOD BLVD, ENTITLEMENT SET - ROUGH GRADING PLAN" SHEET C1.20 BY OFFICEUNTITLED DATED 28 MARCH 2023.
4. METRO RED LINE LOCATION REFERENCED FROM PLANS TITLED "LA CBD TO NORTH HOLLYWOOD, VERMONT/ HOLLYWOOD TUNNEL, PLAN STA AR&AL 540+00 TO STA AR&AL 549+92" DATED 5 AUGUST 1999 BY RAILROAD CONSTRUCTION CORPORATION METRO RED LINE.

LEGEND:

▬ ▬ ▬	APPROXIMATE SITE LIMITS	🟪	APPROXIMATE PAD P1 LIMITS
🟥	APPROXIMATE METRO B RED LINE	🟩	APPROXIMATE PAD P2 LIMITS
⊕ LB-4	APPROXIMATE BORING LOCATIONS	⬜	APPROXIMATE EXISTING AND NEIGHBORING BUILDING LOCATIONS
		🟧	APPROXIMATE PROPOSED BUILDING LOCATIONS

30 0 15 30
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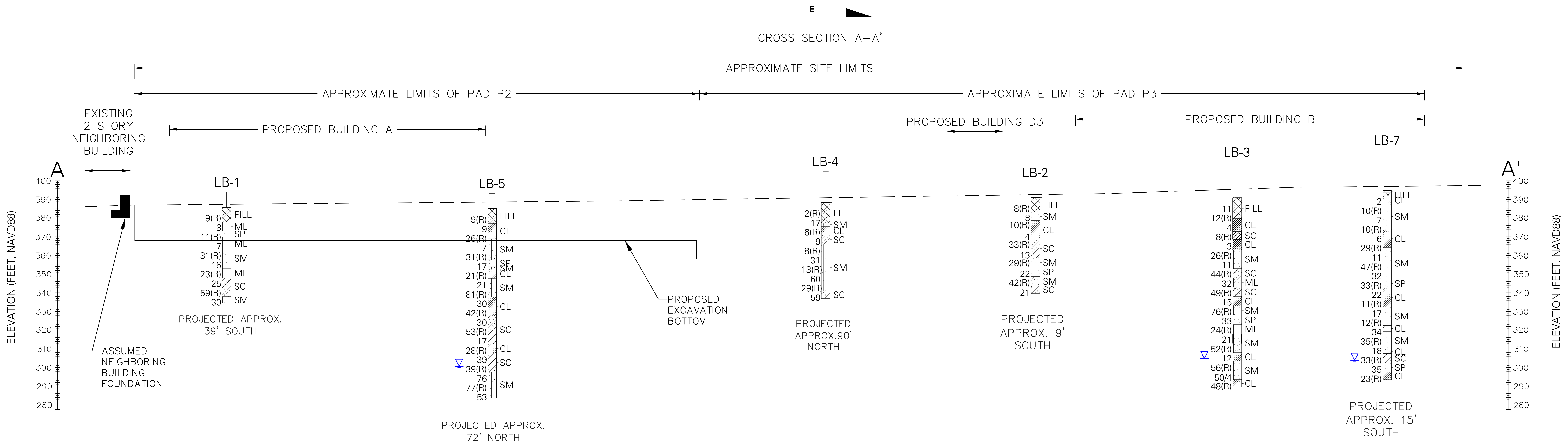
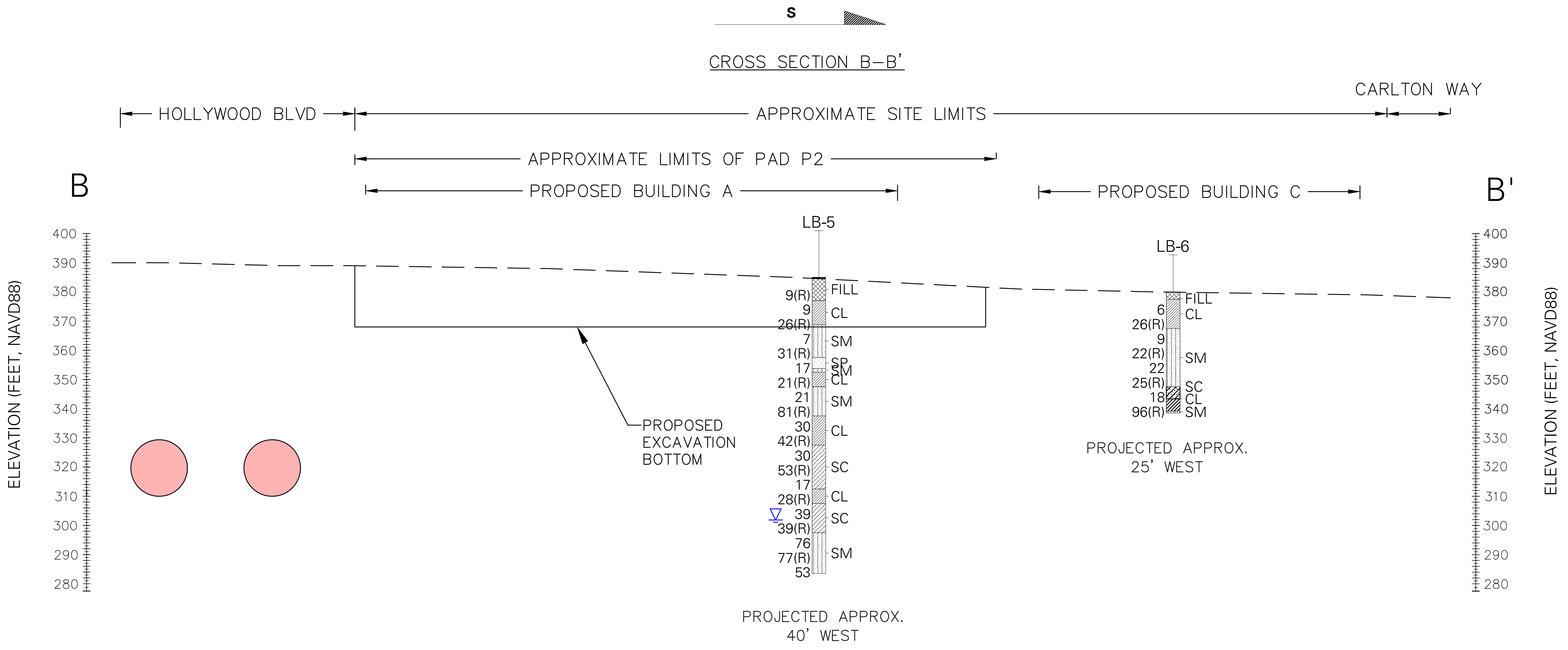
Plate Title
BORING LOCATION MAP

Project No. 700109601
Date APRIL 2023
Scale AS SHOWN
Drawn By JX
Plate No. 1

CROSS SECTION A–A'



CROSS SECTION B–B'



LEGEND:

— — EXISTING GROUND SURFACE LEVEL (DASHED WHERE INFERRED)

LB–7 BORING IDENTIFICATION

(el±####) INFERRED GROUND SURFACE ELEVATION (FEET) AT TIME OF BORING

N STANDARD PENETRATION TEST BLOWCOUNT: NUMBER OF BLOWS OF A 140–LB AUTOMATIC HAMMER FREE FALLING 30 INCHES TO DRIVE A 2–INCH–O.D. SPLIT SPOON SAMPLER 12 INCHES AFTER 6 INCHES OF INITIAL PENETRATION

N(R) STANDARD PENETRATION TEST BLOWCOUNT: NUMBER OF BLOWS OF A 140–LB AUTOMATIC HAMMER FREE FALLING 30 INCHES TO DRIVE A 3–INCH–O.D. CALIFORNIA MODIFIED SAMPLER 12 INCHES AFTER 6 INCHES OF INITIAL PENETRATION

▽ GROUNDWATER

● METRO B RED LINE

KEY TO SYMBOLS:

▨ SC (CLAYEY SAND)
▨ CL (CLAY)
▒ SM (silty SAND)
░ SP (SAND)
▒ GP (GRAVEL)
▩ FILL

NOTES:

1. THE FIGURE SHOWS GENERALIZED SUBSURFACE CONDITIONS AT THE RESPECTIVE BORING LOCATIONS. VARIATIONS IN CONDITIONS SHOULD BE EXPECTED BETWEEN BORING LOCATIONS. FOR A DETAILED DESCRIPTION OF CONDITIONS ENCOUNTERED SEE BORING LOGS.
2. LANGAN BORINGS LB–1 THROUGH LB–7 WERE DRILLED BY MARTINI DRILLING BETWEEN 22 AND 25 FEBRUARY 2022, UNDER FULL–TIME ENGINEERING OBSERVATION OF A LANGAN FIELD ENGINEER.
3. PROPOSED OFFICE BUILDING, TOWNHOUSE BUILDING, AND TOWER LIMITS ARE REFERENCED FROM THE PLANS TITLED "6000 HOLLYWOOD BLVD, ENTITLEMENT SET – PLOT PLAN" SHEET A0.51 BY OFFICEUNTITLED DATED 28 MARCH 2023.
4. PROPOSED PODIUM LIMITS AND FINISHING FLOOR ELEVATIONS ARE REFERENCED FROM THE PLANS TITLED "6000 HOLLYWOOD BLVD, ENTITLEMENT SET – ROUGH GRADING PLAN" SHEET C1.20 BY OFFICEUNTITLED DATED 28 MARCH 2023.
5. METRO RED LINE LOCATION REFERENCED FROM PLANS TITLED "LA CBD TO NORTH HOLLYWOOD, VERMONT/ HOLLYWOOD TUNNEL, PLAN STA AR&AL 540+00 TO STA AR&AL 549+92" DATED 5 AUGUST 1999 BY RAILROAD CONSTRUCTION CORPORATION METRO RED LINE.
6. SEE PLATE 1 FOR LOCATION OF CROSS–SECTION WITH RESPECT TO SITE PLAN.

30 15 0 30
SCALE IN FEET

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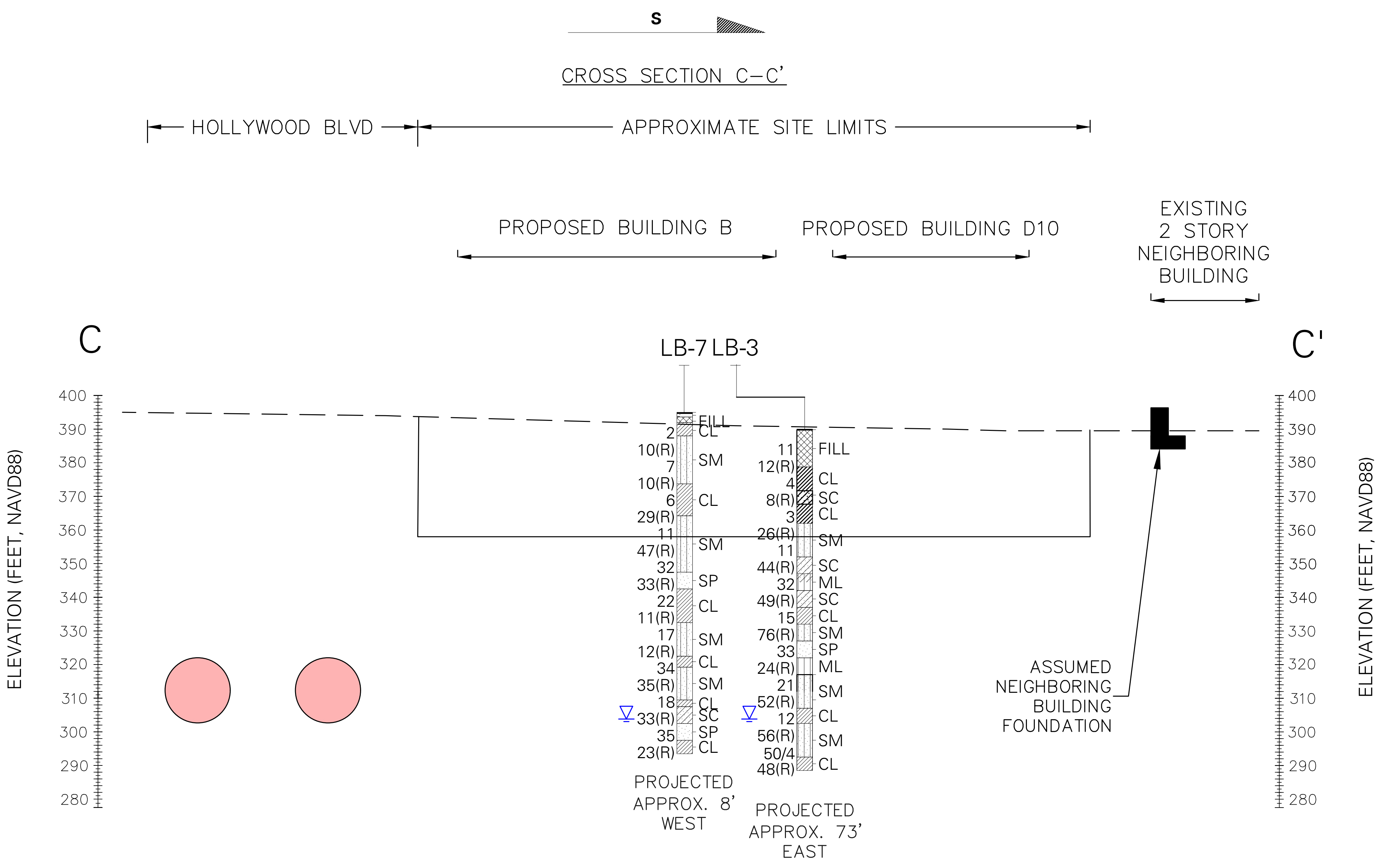
Project
HOLLYWOOD TOYOTA SITE
LOS ANGELES
LOS ANGELES COUNTY CALIFORNIA

Plate Title
GENERALIZED SUBSURFACE CROSS-SECTIONS A-A' AND B-B'

Project No. 700109601
Date APRIL 2023
Scale AS SHOWN
Drawn By JX
Plate No. 2



LEGEND:

— — EXISTING GROUND SURFACE LEVEL (DASHED WHERE INFERRED)

LB–7 LB–7 BORING IDENTIFICATION

(el±####) (el±####) INFERRED GROUND SURFACE ELEVATION (FEET) AT TIME OF BORING

N(R)– N STANDARD PENETRATION TEST BLOWCOUNT: NUMBER OF BLOWS OF A 140–LB AUTOMATIC HAMMER FREE FALLING 30 INCHES TO DRIVE A 2–INCH–O.D. SPLIT SPOON SAMPLER 12 INCHES AFTER 6 INCHES OF INITIAL PENETRATION

N(R) STANDARD PENETRATION TEST BLOWCOUNT: NUMBER OF BLOWS OF A 140–LB AUTOMATIC HAMMER FREE FALLING 30 INCHES TO DRIVE A 3–INCH–O.D. CALIFORNIA MODIFIED SAMPLER 12 INCHES AFTER 6 INCHES OF INITIAL PENETRATION

▽ GROUNDWATER

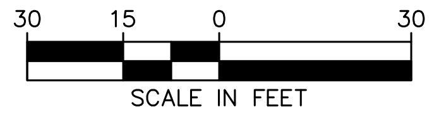
● METRO B RED LINE

KEY TO SYMBOLS:

▨ SC (CLAYEY SAND)	▨ CL (CLAY)	▥ SM (silty SAND)	░ SP (SAND)
░ GP (GRAVEL)	▩ FILL		

NOTES:

1. THE FIGURE SHOWS GENERALIZED SUBSURFACE CONDITIONS AT THE RESPECTIVE BORING LOCATIONS. VARIATIONS IN CONDITIONS SHOULD BE EXPECTED BETWEEN BORING LOCATIONS. FOR A DETAILED DESCRIPTION OF CONDITIONS ENCOUNTERED SEE BORING LOGS.
2. LANGAN BORINGS LB–1 THROUGH LB–7 WERE DRILLED BY MARTINI DRILLING BETWEEN 22 AND 25 FEBRUARY 2022, UNDER FULL–TIME ENGINEERING OBSERVATION OF A LANGAN FIELD ENGINEER.
3. PROPOSED OFFICE BUILDING, TOWNHOUSE BUILDING, AND TOWER LIMITS ARE REFERENCED FROM THE PLANS TITLED "6000 HOLLYWOOD BLVD, ENTITLEMENT SET – PLOT PLAN" SHEET A0.51 BY OFFICEUNTITLED DATED 28 MARCH 2023.
4. PROPOSED PODIUM LIMITS AND FINISHING FLOOR ELEVATIONS ARE REFERENCED FROM THE PLANS TITLED "6000 HOLLYWOOD BLVD, ENTITLEMENT SET – ROUGH GRADING PLAN" SHEET C1.20 BY OFFICEUNTITLED DATED 28 MARCH 2023.
5. METRO RED LINE LOCATION REFERENCED FROM PLANS TITLED "LA CBD TO NORTH HOLLYWOOD, VERMONT/ HOLLYWOOD TUNNEL, PLAN STA AR&AL 540+00 TO STA AR&AL 549+92" DATED 5 AUGUST 1999 BY RAILROAD CONSTRUCTION CORPORATION METRO RED LINE.
6. SEE PLATE 1 FOR LOCATION OF CROSS–SECTION WITH RESPECT TO SITE PLAN.



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Project
HOLLYWOOD TOYOTA SITE
LOS ANGELES
LOS ANGELES COUNTY CALIFORNIA

Plate Title
GENERALIZED SUBSURFACE CROSS-SECTION C-C'

Project No. 700109601
Date APRIL 2023
Scale AS SHOWN
Drawn By JX
Plate No. 3

APPENDIX A

USGS ANSS Comprehensive Catalog Search Results

TABLE A.1 - USGS ANSS COMPREHENSIVE CATALOG SEARCH RESULTS

Date	Latitude	Longitude	Approximate Magnitude	Magnitude Type	Approximate Distance from Site (km)
3/29/2014	33.9325	-117.9158	5.10	Mw	42
7/29/2008	33.9485	-117.7663	5.44	Mw	54
4/26/1997	34.3690	-118.6700	5.07	Ml	44
6/26/1995	34.3940	-118.6690	5.02	Ml	46
3/20/1994	34.2310	-118.4750	5.24	Ml	20
1/29/1994	34.3060	-118.5790	5.06	Ml	33
1/19/1994	34.3780	-118.6190	5.07	Ml	41
1/19/1994	34.3790	-118.7120	5.06	Ml	47
1/18/1994	34.3770	-118.6980	5.24	Ml	46
1/17/1994	34.3260	-118.6980	5.58	Ml	43
1/17/1994	34.3400	-118.6140	5.20	Ml	38
1/17/1994	34.2750	-118.4930	5.89	Ml	25
1/17/1994	34.2130	-118.5370	6.70	Mw	23
6/28/1991	34.2700	-117.9930	5.80	Mw	36
2/28/1990	34.1440	-117.6970	5.51	Ml	58
12/3/1988	34.1510	-118.1300	5.02	Ml	18
10/4/1987	34.0740	-118.0980	5.25	Ml	21
10/1/1987	34.0610	-118.0790	5.90	Mw	23
9/4/1981	33.5575	-119.1195	5.45	Ml	95
1/1/1979	33.9165	-118.6872	5.21	Ml	39
2/21/1973	33.9790	-119.0502	5.30	Mw	69
2/9/1971	34.4160	-118.3700	5.30	Mh	35
2/9/1971	34.4160	-118.3700	5.80	Mh	35
2/9/1971	34.4160	-118.3700	5.80	Mh	35
2/9/1971	34.4160	-118.3700	6.60	Mw	35
9/12/1970	34.2548	-117.5343	5.22	Ml	74
11/14/1941	33.7907	-118.2637	5.12	Ml	35
9/21/1941	34.8382	-118.9335	5.10	Ml	99
5/31/1938	33.6993	-117.5112	5.23	Ml	87
3/11/1933	33.8500	-118.2660	5.00	Ml	28
3/11/1933	33.6238	-118.0012	5.29	Mh	61
3/11/1933	33.7667	-117.9850	5.02	Mh	48
3/11/1933	33.6308	-117.9995	6.40	Mw	60
8/31/1930	34.0300	-118.6430	5.25	Ms	31
4/18/1928	34.1000	-119.3000	5.20	Uk	90
8/4/1927	34.0000	-118.5000	5.30	Uk	20
7/23/1923	34.0000	-117.2500	5.96	Mw	99
10/23/1916	34.7000	-119.0000	5.50	Ml	91
5/15/1910	33.7000	-117.4000	5.30	Mw	96
5/13/1910	33.7000	-117.4000	5.00	Ml	96
4/11/1910	33.7000	-117.4000	5.00	Ml	96

Notes:

1. The listed Earthquake Catalog Search results obtained from USGS ANSS Comprehensive Catalog on 26 April 2023.
2. Earthquake Catalog search results include earthquake events within 100 km of the Site with magnitudes of 5.0 or greater since 1900.

APPENDIX B

Aerial Photographs Reviewed

TABLE B.1 – HISTORIC AERIAL PHOTOGRAPHS REVIEWED

Image Source	Flight ID	Frames	Date	Scale	Notes
UCSB	AMI_LA_86	12124	04/19/1986	36,000	The Site and neighboring property appear unchanged from 1976.
UCSB	TG_7600	11A-5	02/01/1976	24,000	The Site appears in its current form with asphalt paved parking and commercial buildings. Neighboring property to the west appears to have a commercial building. Neighboring property to the east and south appear unchanged from 1960.
UCSB	C_23870	1284	05/01/1960	14,400	The Site appears unchanged from 1956. Neighboring property to the west, east and south appear unchanged from 1956.
UCSB	C-22555	12-24	07/01/1956	14,400	The Site continues to appear to be divided into multiple lots with asphalt paved parking, vehicles and commercial buildings. The neighboring property to the east appears in its current form. The neighboring property to the west appears as asphalt paved parking. The neighboring property to the south appear unchanged from 1940.
UCSB	C_6630	50, 51	10/06/1940	24,000	The Site appears to have commercial buildings on some of the lots. Neighboring property to the west, east and south appear unchanged from 1928.
UCSB	C-300	K-117	01/01/1928	18,000	The Site appears to be divided into multiple lots. Buildings can be observed on each lot however difficult to tell if residential or commercial buildings. Trees can be observed in each lot. Neighboring property to the west appears to have trees. Neighboring property to the east appears to have trees and a residential or commercial building. Neighboring property to south appear with residential buildings.

APPENDIX C
Boring Logs

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Log of Boring **LB-1** Sheet 1 of 2

Project Hollywood Toyota Site - Los Angeles		Project No. 700109601	
Location 6000 Hollywood Blvd		Elevation and Datum 100	
Drilling Company Martini Drilling		Date Started 02/23/2022	Date Finished 02/23/2022
Drilling Equipment CME75 Truck Mounted		Completion Depth 51.5 ft	Rock Depth -
Size and Type of Bit 8-inch O.D. Hollow Stem Auger		Number of Samples	Disturbed 11 Undisturbed - Core -
Casing Diameter (in) -	Casing Depth (ft) -	Water Level (ft.)	First ▽ - Completion ▼ - 24 HR. ▼ -
Casing Hammer - Weight (lbs) - Drop (in) -		Drilling Foreman Jeff Frazier	
Sampler 2-inch O.D. Split Spoon; 3-inch O.D. Cal Mod		Field Engineer Albert Baron	
Sampler Hammer Automatic Weight (lbs) 140 Drop (in) 30			

Elev. (ft)	Sample Description	Depth Scale	Number	Type	Recov. (in)	Penetr. resist BL/6in	N-Value (Blows/ft)	Remarks (Drilling Fluid, Depth of Casing, Fluid Loss, Drilling Resistance, etc.)
+100.0 +99.8	Asphalt 3-Inches thick. No aggregate base.	0						
	Undocumented Artificial Fill Brown, CLAY, some silt, trace concrete and brick fragments, (CL), moist.	2 4	B-1	BAG				Bulk Sample B-1 collected from 0 to 5 feet.
	Stiff, brown, CLAY, some silt, some fine to coarse sand, trace concrete fragments, (CL), moist.	6	S-1	CR	6	4 4 5	9	
+92.0	**Alluvium**	8						
	Firm, brown, SILT, some fine to coarse sand, (ML), moist.	10	S-2	SS	18	3 5 3	8	
+87.0	Medium dense, tannish brown, fine to coarse SAND, (SP), dry.	12 14	S-3A	CR	6	6 6 5	11	
+84.0	Stiff, brown, SILT, some fine to coarse sand, trace clay (ML), moist.	16 18	S-3B					
	Firm, brown, SILT, some fine to coarse sand, (ML), moist.	20 22	S-4	SS	18	3 3 4	7	
+77.0	Dense, brown, silty fine to coarse SAND, (SM), moist.	24 26 28 30	S-5	CR	6	11 15 16	31	

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Log of Boring **LB-1** Sheet 2 of 2

Project Hollywood Toyota Site - Los Angeles	Project No. 700109601
Location 6000 Hollywood Blvd	Elevation and Datum 100

Elev. (ft)	Sample Description	Depth Scale	Number	Type	Recov. (in)	Penetr. resist BL/6in	N-Value (Blows/ft)	Remarks (Drilling Fluid, Depth of Casing, Fluid Loss, Drilling Resistance, etc.)
+70.0	Medium dense, brown, fine to coarse SAND, some silt, (SM), moist.	30	S-6	SS	18	5 9 7	16	
+67.0	Very stiff, brown, SILT, some clay, some fine to medium sand, (ML), moist.	34	S-7	CR	6	7 11 12	23	
+62.0	Medium dense, brown, fine to coarse SAND, some clay, (SC), moist.	40	S-8	SS	18	6 10 15	25	
	Very dense, brown, fine to coarse SAND, some clay, trace fine gravel, (SC), moist.	46	S-9	CR	6	13 24 35	59	
+52.0	Dense, brown, fine to coarse SAND, some silt, some fine to coarse gravel, (SM), moist.	50	S-10	SS	18	6 12 18	30	
+48.5	End of Boring at 51.5 feet. No groundwater encountered. Boring backfilled with grout.	52						

Depth Scale: 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 67.5

N-Value (Blows/ft): 10 20 30 40

\\LANGAN.COM\DATA\IRV\DATA6\700109601\PROJECT DATA_DISCIPLINE\GEOTECHNICAL\GINTLOGS\700109601_ENTERPRISE.GPJ ... 4/18/2022 3:46:50 PM ... Report: Log - LANGAN

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Log of Boring **LB-2** Sheet 1 of 2

Project Hollywood Toyota Site - Los Angeles		Project No. 700109601	
Location 6000 Hollywood Blvd		Elevation and Datum 100	
Drilling Company Martini Drilling		Date Started 02/24/2022	Date Finished 02/24/2022
Drilling Equipment CME75 Truck Mounted		Completion Depth 51.5 ft	Rock Depth -
Size and Type of Bit 8-inch O.D. Hollow Stem Auger		Number of Samples: Disturbed 10	Undisturbed - / Core -
Casing Diameter (in) -	Casing Depth (ft) -	Water Level (ft.): First ▽ -	Completion ▼ - / 24 HR. ▼ -
Casing Hammer - / Weight (lbs) -	Drop (in) -	Drilling Foreman Jeff Fraizer	
Sampler 2-inch O.D. Split Spoon; 3-inch O.D. Cal Mod			
Sampler Hammer Automatic / Weight (lbs) 140	Drop (in) 30	Field Engineer Alexander Corob	

Elev. (ft)	Sample Description	Depth Scale	Number	Type	Recov. (in)	Penetr. resist BL/6in	N-Value (Blows/ft)	Remarks (Drilling Fluid, Depth of Casing, Fluid Loss, Drilling Resistance, etc.)
+100.0 +99.8	Asphalt 2-Inches thick, No aggregate base.	0						
	Undocumented Artificial Fill Firm, dark brown, sandy CLAY, some silt, (CL), moist.	2						
		4						
		6	S-1	CR	6	2 4 4	8	q_u=3.90 tsf (PP)
+92.0	**Alluvium** Loose, brown, silty fine to medium SAND, trace fine gravel, (SM), dry.	8						
		10	S-2	SS	15	3 4 4	8	
+87.5	Medium dense, brown, sandy CLAY, some silt, trace fine gravel, (CL), moist.	12						
		14						
		16	S-3	CR	6	3 5 5	10	q_u=4.50 tsf (PP)
		18						
	Stiff, brown, sandy CLAY, some silt, (CL), moist.	20	S-4	SS	18	1 2 2	4	
+77.5		22						
		24						
	Medium dense, brown, clayey fine to medium SAND, some silt, (SC), moist.	26	S-5	CR	6	6 11 22	33	
		28						
		30						

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Log of Boring **LB-2** Sheet 2 of 2

Project	Project No.
Hollywood Toyota Site - Los Angeles	700109601
Location	**Elevation and Datum**
6000 Hollywood Blvd	100

Elev. (ft) +70.0	Sample Description	Depth Scale	Number	Type	Recov. (in)	Penetr. resist BL/6in	N-Value (Blows/ft) 10 20 30 40	Remarks (Drilling Fluid, Depth of Casing, Fluid Loss, Drilling Resistance, etc.)
+67.5	Medium dense, brown clayey fine to medium SAND, some silt, (SC), moist.	30 32 34	S-6	SS	18	6 6 7	13	
+62.5	Medium dense, light brown, silty fine to coarse SAND, some clay, (SM), moist.	36 38	S-7	CR	6	5 11 18	29	
+57.5	Medium dense, light brown, fine to coarse SAND, trace silt, trace fine gravel, (SP), dry.	40 42 44	S-8	SS	18	3 10 12	22	
+52.5	Dense, brown, silty fine to coarse SAND, some clay, (SM), moist.	46 48	S-9	CR	6	16 20 22	42	
+48.5	Medium dense, brown, clayey fine to coarse SAND, some silt, (SC), moist.	50	S-10	SS	18	6 9 12	21	
	End of Boring at 51.5 feet. No groundwater encountered. Boring backfilled with grout.	52 54 56 58 60 62 64 66 67.5						

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Log of Boring **LB-3** Sheet 1 of 3

Project	Hollywood Toyota Site - Los Angeles	Project No.	700109601
Location	6000 Hollywood Blvd	Elevation and Datum	100
Drilling Company	Martini Drilling	Date Started	02/22/2022
		Date Finished	02/22/2022
Drilling Equipment	CME75 Truck Mounted	Completion Depth	101.5 ft
		Rock Depth	-
Size and Type of Bit	8-inch O.D. Hollow Stem Auger	Number of Samples	Disturbed 21 Undisturbed - Core -
Casing Diameter (in)	-	Water Level (ft.)	First ▽ 82 Completion ▼ - 24 HR. ▼ -
Casing Depth (ft)	-		
Casing Hammer	-	Drilling Foreman	Jeff Frazier
Weight (lbs)	-		
Drop (in)	-		
Sampler	2-inch O.D. Split Spoon; 3-inch O.D. Cal Mod	Field Engineer	Albert Baron, Julia Xu
Sampler Hammer	Automatic		
Weight (lbs)	140		
Drop (in)	30		

Elev. (ft)	Sample Description	Depth Scale	Sample Data Number	Type	Recov. (in)	Penetr. resist BL/6in	N-Value (Blows/ft)	Remarks (Drilling Fluid, Depth of Casing, Fluid Loss, Drilling Resistance, etc.)
+100.0		0						
+99.7	Asphalt 4-Inches thick. No aggregate base.							
	Undocumented Artificial Fill Brown, CLAY, some fine sand, some asphalt, brick and concrete fragments, (CL), moist.	2	B-1	BAG				Bulk Sample B-1 collected from 0 to 5 feet.
	Medium dense, gray fine to coarse, SAND, some fine to coarse gravel, some concrete fragments, (SP), dry.	6	S-1	SS	13	21 8 3	11	
	Medium dense, gray, fine to coarse SAND, some fine to coarse gravel, (SP), dry.	10	S-2A S-2B	CR	6	3 6 6	12	
+88.8	**Alluvium** Stiff, brown, fine to coarse sandy CLAY, (CL), moist.	12						
	Firm, brown, CLAY, some fine to coarse sand, (CL), moist.	16	S-3	SS	15	1 2 2	4	
+82.0	Firm, brown, SAND, some clay, (SC), moist.	20	S-4	CR	6	3 4 4	8	
+77.0	Soft, brown, fine to coarse sandy CLAY, trace fine gravel, (CL), moist.	26	S-5	SS	18	1 2 1	3	
+72.0		28						
		30						

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Log of Boring **LB-3** Sheet 2 of 3

Project	Project No.
Hollywood Toyota Site - Los Angeles	700109601
Location	**Elevation and Datum**
6000 Hollywood Blvd	100

Elev. (ft)	Sample Description	Depth Scale	Sample Data: Number	Type	Recov. (in)	Penetr. resist BL/6in	N-Value (Blows/ft) 10 20 30 40	Remarks (Drilling Fluid, Depth of Casing, Fluid Loss, Drilling Resistance, etc.)
+70.0	Medium dense, brown, silty fine to coarse SAND, some fine gravel, (SM), moist.	30	S-6	CR	18	6 12 14	26	
	Medium dense, brown, silty fine to coarse SAND, some fine to coarse gravel, (SM), moist.	35	S-7	SS	48	4 5 6	11	
+62.0	Dense, brown, clayey fine to coarse SAND, some silt, (SC), moist.	40	S-8	CR	6	11 17 27	44	
+57.0	Hard, brown, fine to coarse sandy SILT, trace fine to medium gravel, (ML), moist.	45	S-9	SS	17	9 14 18	32	
+52.0	Dense, reddish brown to tan, clayey fine to coarse SAND, trace fine gravel, (SC), moist.	50	S-10	CR	6	10 18 31	49	
+47.0	Stiff, reddish brown, sandy CLAY, fine to coarse sand, (CL), moist.	55	S-11	SS	18	2 6 9	15	
+42.0	Very dense, tannish brown, fine to coarse SAND, some silt, some fine to coarse gravel, (SM), moist.	60	S-12	CR	6	18 36 40	76	
+37.0	Dense, brown, fine to medium SAND, (SP), moist.	65	S-13	SS	6	9 16 17	33	
		67.5						

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Log of Boring **LB-3** Sheet 3 of 3

Project Hollywood Toyota Site - Los Angeles	Project No. 700109601
Location 6000 Hollywood Blvd	Elevation and Datum 100

Elev. (ft)	Sample Description	Number	Type	Recov. (in)	Penetr. resist BL/6in	N-Value (Blows/ft)	Remarks (Drilling Fluid, Depth of Casing, Fluid Loss, Drilling Resistance, etc.)
+32.5							
+32.0	Very stiff, brown, SILT, some fine to medium sand, (ML), moist.	S-14	CR	6	9 11 13	24	
+27.0	Medium dense, brown, fine to coarse SAND, some silt, some fine gravel, (SM), moist.	S-15	SS	12	6 9 12	21	
	Very dense, brown, fine to medium SAND, some silt, (SM), moist. ▽	S-16	CR	6	16 28 24	52	
+17.0	Stiff, brown, CLAY, some fine to coarse sand, (CL), wet.	S-17	SS	12	5 4 8	12	
+12.5	Very dense, brown, fine to coarse SAND, some silt, some fine to medium gravel, (SM), wet.	S-18	CR	6	15 31 25	56	
	Very dense, reddish brown, fine to coarse SAND, some silt, (SM), moist.	S-19	SS	3	6 29 50/4	50/4	
+2.5	Hard, reddish brown, CLAY, some fine to coarse sand, (CL), moist.	S-20	CR	6	7 14 34	48	
-1.5	End Borehole at 101.5 feet. Groundwater encountered at 82 feet. Borehole backfilled with grout						

Depth Scale: 67.5 68 70 72 74 76 78 80 82 84 86 88 90 92 94 96 98 100 102 104 105

N-Value (Blows/ft): 10 20 30 40

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Log of Boring **LB-4** Sheet 1 of 2

Project	Hollywood Toyota Site - Los Angeles	Project No.	700109601
Location	6000 Hollywood Blvd	Elevation and Datum	100
Drilling Company	Martini Drilling	Date Started	02/24/2022
		Date Finished	02/24/2022
Drilling Equipment	CME75 Truck Mounted	Completion Depth	51.5 ft
		Rock Depth	-
Size and Type of Bit	8-inch O.D. Hollow Stem Auger	Number of Samples	Disturbed 10; Undisturbed -; Core -
Casing Diameter (in)	-	Casing Depth (ft)	-
Water Level (ft.)	First ▽ -; Completion ▼ -; 24 HR. ▼ -		
Casing Hammer	-	Weight (lbs)	-
Drop (in)	-	Drilling Foreman	Jeff Fraizer
Sampler	2-inch O.D. Split Spoon; 3-inch O.D. Cal Mod	Field Engineer	Alexander Corob
Sampler Hammer	Automatic	Weight (lbs)	140
Drop (in)	30		

Elev. (ft)	Sample Description	Depth Scale	Number	Type	Recov. (in)	Penetr. resist BL/6in	N-Value (Blows/ft)	Remarks (Drilling Fluid, Depth of Casing, Fluid Loss, Drilling Resistance, etc.)
+100.0		0						
+99.8	Asphalt 3-Inches thick. No aggregate base.							
	Undocumented Artificial Fill							
		2	B-1	BAG				Bulk Sample B-1 collected from 0 to 5 feet.
	Very loose, dark brown, fine to coarse sandy CLAY, some silt, trace fine gravel, (CL), moist.	6	S-1	CR	6	WOH 1 1	2	
	Medium dense, dark brown, fine to coarse sandy CLAY, some silt, trace fine gravel, (CL), moist.	10	S-2A S-2B	SS	18	6 9 8	17	
+89.0	**Alluvium**							
	Medium dense, brown, silty fine to coarse SAND, trace clay, trace gravel, (SM), dry.	12						
+87.0	Firm, brown, sandy CLAY, some silt, (CL), moist.	16	S-3	CR	6	2 3 3	6	
+82.5	Loose, brown, clayey fine to coarse SAND, some silt, (SC), moist.	20	S-4	SS	18	3 4 5	9	
+77.5	Loose, brown, silty fine to coarse SAND, trace clay, trace fine gravel, (SM), dry.	26	S-5	CR	6	4 3 5	8	
		30						

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Log of Boring **LB-4** Sheet 2 of 2

Project	Project No.
Hollywood Toyota Site - Los Angeles	700109601
Location	**Elevation and Datum**
6000 Hollywood Blvd	100

Elev. (ft)	Sample Description	Depth Scale	Number	Type	Recov. (in)	Penetr. resist BL/6in	N-Value (Blows/ft)	Remarks (Drilling Fluid, Depth of Casing, Fluid Loss, Drilling Resistance, etc.)
+70.0	Dense, brown, silty fine to coarse SAND, trace clay, trace fine gravel, (SM), dry.	30	S-6	SS	18	8 14 17	31	
		32						
		34						
	Medium dense, brown, silty fine to medium SAND, (SM), trace clay, trace fine gravel, moist.	36	S-7	CR	6	2 6 7	13	
		38						
	Very dense, brown silty fine to coarse SAND, some fine gravel, (SM), dry.	40	S-8	SS	18	26 31 29	60	
		42						
		44						
	Medium dense, brown silty fine to coarse SAND, trace clay, trace fine gravel, (SM), moist.	46	S-9	CR	6	7 12 17	29	
+52.5								
		48						
	Very dense, orangish brown, clayey fine to coarse SAND, some silt, trace fine gravel, (SC), moist.	50	S-10	SS	18	12 22 37	59	
+48.5	End of boring at 51.5 feet. No groundwater encountered. Boring backfilled with grout and surface patched with black dye.	52						
		54						
		56						
		58						
		60						
		62						
		64						
		66						
		67.5						

N-Value scale: 10 20 30 40

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Log of Boring **LB-5** Sheet 1 of 3

Project: Hollywood Toyota Site - Los Angeles		Project No.: 700109601	
Location: 6000 Hollywood Blvd		Elevation and Datum: 100	
Drilling Company: Martini Drilling		Date Started: 02/23/2022	Date Finished: 02/23/2022
Drilling Equipment: CME75 Truck Mounted		Completion Depth: 101.5 ft	Rock Depth: -
Size and Type of Bit: 8-inch O.D. Hollow Stem Auger		Number of Samples: Disturbed 20; Undisturbed -; Core -	
Casing Diameter (in): -	Casing Depth (ft): -	Water Level (ft.): First ▽ 82.3; Completion ▼ -; 24 HR. ▼ -	
Casing Hammer: - Weight (lbs): -	Drop (in): -	Drilling Foreman: Jeff Fraizer	
Sampler: 2-inch O.D. Split Spoon; 3-inch O.D. Cal Mod		Field Engineer: Alexander Corob	
Sampler Hammer: Automatic Weight (lbs): 140	Drop (in): 30		

Elev. (ft)	Sample Description	Depth Scale	Number	Type	Recov. (in)	Penetr. resist BL/6in	N-Value (Blows/ft)	Remarks (Drilling Fluid, Depth of Casing, Fluid Loss, Drilling Resistance, etc.)
+100.0 +99.8	Asphalt 2.5-Inches thick. No aggregate base.	0						
	Undocumented Artificial Fill Clayey SAND, trace silt and gravel, (SC).	2						
	Loose, dark brown, clayey fine to coarse SAND, some fine to coarse gravel, (SC), moist.	6	S-1	CR	6	3 4 5	9	
+92.0	**Alluvium**	8						
	Stiff, brown, sandy CLAY, trace silt, (CL), moist.	10	S-2	SS	18	5 5 4	9	
	Very stiff, brown, sandy CLAY, trace silt, (CL), moist.	16	S-3A S-3B	CR	6	7 12 14	26	q_u=.90 tsf (PP)
+83.8	Dense, brown, silty fine to coarse SAND, trace clay, (SM), moist.							
	Loose, brown, silty fine to coarse SAND, trace clay, trace fine gravel, (SM), moist.	20	S-4	SS	18	2 3 4	7	
	Dense, brown, silty fine to coarse SAND, trace fine gravel, (SM), moist.	26	S-5	CR	6	5 10 21	31	
+72.5		28						
		30						

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Log of Boring **LB-5** Sheet 2 of 3

Project	Project No.
Hollywood Toyota Site - Los Angeles	700109601
Location	**Elevation and Datum**
6000 Hollywood Blvd	100

Elev. (ft)	Sample Description	Depth Scale	Sample Data Number	Type	Recov. (in)	Penetr. resist BL/6in	N-Value (Blows/ft)	Remarks (Drilling Fluid, Depth of Casing, Fluid Loss, Drilling Resistance, etc.)
+70.0		30						
+68.8	Medium dense, brown, fine to coarse SAND, trace silt, trace fine gravel, (SP), moist.		S-6A S-6B	SS	3	4 11 6	17	
+67.5	Medium dense, brown, silty fine to medium SAND, (SM), moist.	32			3			
+62.5	Very stiff, brown, sandy CLAY, some silt, trace fine gravel, (CL), moist.	34 36	S-7	CR	6	4 6 15	21	q_u=4.50 tsf (PP)
	Medium dense, brown, silty coarse SAND, some clay, trace fine gravel, (SM), moist.	38 40	S-8	SS	18	7 10 11	21	
+52.5	Very dense, light brown, silty fine to coarse SAND, some fine to coarse gravel, trace clay, (SM), moist.	42 44 46	S-9	CR	6	25 43 38	81	Added water
	Very stiff, brown, sandy CLAY, some fine gravel, trace silt, (CL), moist.	48 50	S-10	SS	18	5 14 16	30	
+42.5	Hard, brown, sandy CLAY, some fine gravel, trace silt, (CL), moist.	52 54 56	S-11	CR	6	6 13 29	42	q_u=4.50 tsf (PP)
	Dense, brown, clayey fine to coarse SAND, some silt, trace fine to coarse gravel, (SC), moist.	58 60	S-12	SS	18	4 14 16	30	
	Very dense, brown, clayey fine to coarse SAND, some silt, trace fine to coarse gravel, (SC), moist.	62 64 66	S-13	CR	6	8 21 32	53	
		67.5						

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Project	Project No.
Hollywood Toyota Site - Los Angeles	700109601
Location	**Elevation and Datum**
6000 Hollywood Blvd	100

Elev. (ft)	Sample Description	Depth Scale	Number	Type	Recov. (in)	Penetr. resist BL/6in	N-Value (Blows/ft)	Remarks (Drilling Fluid, Depth of Casing, Fluid Loss, Drilling Resistance, etc.)
+32.5		67.5						
	Medium dense, brown, clayey fine to coarse SAND, some silt, trace fine to coarse gravel, (SC), moist.	70	S-14	SS	18	7 6 11	17	
+27.5	Very stiff, brown, sandy CLAY, some silt, trace fine gravel, (CL), moist.	76	S-15	CR	6	9 13 15	28	q_u=4.50 tsf (PP)
+22.5	Dense, brown, clayey SAND, some silt, trace fine gravel, (SC), moist.	80	S-16	SS	18	5 12 27	39	
	▽	82						
	Dense, brown, clayey SAND, some silt, (SC), moist.	86	S-17	CR	6	10 17 22	39	
+12.5	Very dense, brown, silty fine to coarse SAND, trace clay, (SM), moist.	90	S-18	SS	18	12 28 48	76	
	Very dense, brown, silty fine to coarse SAND, some clay, trace fine to coarse gravel, (SM), moist.	96	S-19	CR	6	12 29 48	77	
	Very dense, brown, silty fine to coarse SAND, some clay, (SM), wet.	100	S-20	SS	18	17 28 25	53	
-1.5	End of Boring at 101.5 feet. Groundwater encountered at 82.25 feet. Boring backfilled with grout.	102						

Depth Scale: 67.5 68 70 72 74 76 78 80 82 84 86 88 90 92 94 96 98 100 102 104 105

N-Value scale: 10 20 30 40

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Log of Boring **LB-6** Sheet 1 of 2

Project: Hollywood Toyota Site - Los Angeles		Project No.: 700109601	
Location: 6000 Hollywood Blvd		Elevation and Datum: 100	
Drilling Company: Martini Drilling		Date Started: 02/24/2022	Date Finished: 02/24/2022
Drilling Equipment: CME75 Truck Mounted		Completion Depth: 41.5 ft	Rock Depth: -
Size and Type of Bit: 8-inch O.D. Hollow Stem Auger		Number of Samples: Disturbed 8	Undisturbed - Core -
Casing Diameter (in): -	Casing Depth (ft): -	Water Level (ft.): First ▽ -	Completion ▼ - 24 HR. ▼ -
Casing Hammer: -	Weight (lbs): - Drop (in): -	Drilling Foreman: Jeff Fraizer	
Sampler: 2-inch O.D. Split Spoon; 3-inch O.D. Cal Mod		Field Engineer: Alexander Corob	
Sampler Hammer: Automatic	Weight (lbs): 140 Drop (in): 30		

Elev. (ft)	Sample Description	Number	Type	Recov. (in)	Penetr. resist BL/6in	N-Value (Blows/ft)	Remarks (Drilling Fluid, Depth of Casing, Fluid Loss, Drilling Resistance, etc.)
+100.0 +99.8	Asphalt 2-Inches thick. No aggregate base.						
	Undocumented Artificial Fill Dark brown, SILT, some gravel, (ML), moist.						
+97.5	Firm, dark brown, fine to coarse sandy CLAY, trace silt, (CL), dry.	S-1	SS	18	2 3 3	6	
	Alluvium Very stiff, dark brown, fine to coarse sandy CLAY, trace silt, (CL), moist.	S-2	CR	6	8 13 13	26	q_u=4.50 tsf (PP)
+87.5	Loose, light brown, silty fine to medium SAND, trace clay (SM), dry.	S-3	SS	18	3 5 4	9	
	Medium dense, light brown, silty fine to coarse SAND, trace clay, trace fince gravel (SM), dry.	S-4	CR	6	10 11 11	22	
	Medium dense, light brown, silty fine to coarse SAND, trace clay, trace fince gravel (SM), dry.	S-5	SS	18	6 10 12	22	

Depth Scale: 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30

N-Value scale: 10 20 30 40

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Log of Boring **LB-6** Sheet 2 of 2

Project Hollywood Toyota Site - Los Angeles	Project No. 700109601
Location 6000 Hollywood Blvd	Elevation and Datum 100

Material Symbol	Elev. (ft)	Sample Description	Depth Scale	Sample Data Number	Type	Recov. (in)	Penetr. resist BL/6in	N-Value (Blows/ft) 10 20 30 40	Remarks (Drilling Fluid, Depth of Casing, Fluid Loss, Drilling Resistance, etc.)
░	+70.0	Medium dense, light brown, silty fine to coarse SAND, some clay, trace fince gravel (SM), moist.	30	S-6	CR	6	8 11 14	25	
▨	+67.5	Very stiff, dark brown, clayey SAND, some silt, (SC), moist.	36	S-7	SS	18	3 7 11	18	
▨	+62.0	Hard, dark brown, sandy CLAY, some silt, (CL), moist.	40	S-8A	CR	6	19 48 48	96	
░	+59.3	Very dense, gray brown, fine to coarse SAND, some silt, trace clay (SM), moist.		S-8B					
	+58.5	End of Boring at 41.5 feet. No groundwater encountered. Borehole backfilled with grout.	42						

Depth Scale: 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 67.5

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Log of Boring **LB-7** Sheet 1 of 3

Project: Hollywood Toyota Site - Los Angeles		Project No.: 700109601	
Location: 6000 Hollywood Blvd		Elevation and Datum: 100	
Drilling Company: Martini Drilling		Date Started: 02/25/2022	Date Finished: 02/25/2022
Drilling Equipment: CME75 Truck Mounted		Completion Depth: 101.5 ft	Rock Depth: -
Size and Type of Bit: 8-inch O.D. Hollow Stem Auger		Number of Samples: Disturbed 21	Undisturbed - Core -
Casing Diameter (in): -	Casing Depth (ft): -	Water Level (ft.): First ▽ 89.3	Completion ▼ - 24 HR. ▼ -
Casing Hammer: -	Weight (lbs): - Drop (in): -	Drilling Foreman: Jeff Fraizer	
Sampler: 2-inch O.D. Split Spoon; 3-inch O.D. Cal Mod			
Sampler Hammer: Automatic	Weight (lbs): 140 Drop (in): 30	Field Engineer: Alexander Corob	

Elev. (ft)	Sample Description	Depth Scale	Number	Type	Recov. (in)	Penetr. resist BL/6in	N-Value (Blows/ft)	Remarks (Drilling Fluid, Depth of Casing, Fluid Loss, Drilling Resistance, etc.)
+100.0		0						
+99.6	Asphalt 4.5-Inches thick. No aggregate base.							
+98.6	Concrete 12-Inches thick.							
	Undocumented Artificial Fill Brown, sandy CLAY, some silt, (CL).	2	B-1	BAG				Bulk sample B-1 collected from 0 to 5 feet. Fill terminates above 5', approximately 3'
	Soft, dark brown, sandy CLAY, (CL), moist.	6	S-1	SS	18	WOH 1 1	2	
+93.0	**Alluvium** Medium dense, dark brown, silty fine to medium SAND, some clay, trace fine gravel, (SM), moist.	10	S-2	CR	6	4 5 5	10	
	Loose, brown, silty fine to coarse SAND, trace fine gravel, (SM), moist.	16	S-3	SS	18	3 3 4	7	
	Medium dense, brown, silty fine to coarse SAND, trace fine gravel, (SM), moist.	20	S-4A S-4B	CR	6	4 5 5	10	q_u=4.50 tsf (PP)
+78.8	Stiff, dark brown, sandy CLAY, trace silt, (CL), moist.	22						
	Firm, brown, sandy CLAY, some silt, (CL), moist.	26	S-5	SS	18	1 3 3	6	
		30						

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Log of Boring **LB-7** Sheet 2 of 3

Project	Project No.
Hollywood Toyota Site - Los Angeles	700109601
Location	**Elevation and Datum**
6000 Hollywood Blvd	100

MATERIAL SYMBOL	Elev. (ft)	Sample Description	Depth Scale	Sample Data					Remarks (Drilling Fluid, Depth of Casing, Fluid Loss, Drilling Resistance, etc.)
				Number	Type	Recov. (in)	Penetr. resist BL/6in	N-Value (Blows/ft) 10 20 30 40	
▨	+70.0 +69.3	Very stiff, brown, sandy CLAY, some silt, (CL), moist.	30	S-6A S-6B	CR	6	9 15 14	29	
⁙		Medium dense, light brown, silty fine to coarse SAND, trace fine gravel, (SM), dry.	32 34						
⁙		Medium dense, light brown, silty fine to coarse SAND, trace fine gravel, (SM), moist.	36 38	S-7	SS	6	4 5 6	11	
⁙		Dense, light brown, silty fine to coarse SAND, trace fine gravel, (SM), dry.	40 42 44	S-8	CR	18	11 20 27	47	
⁙	+52.5	Dense, light brown, silty fine to coarse SAND, trace fine gravel, (SM), dry.	46	S-9	SS	18	6 12 20	32	
∴	+47.5	Dense, light brown, fine to coarse SAND, trace silt, trace fine gravel, (SP), moist.	48 50	S-10	SS	18	10 16 17	33	
▨		Very stiff, dark brown, sandy CLAY, some silt, trace fine gravel, (CL), moist.	52 54 56	S-11	SS	18	4 9 13	22	
▨	+37.5	Very stiff, dark brown, sandy CLAY, trace silt, (CL), moist.	58 60 62	S-12	SS	18	2 4 7	11	
⁙		Medium dense, brown, silty fine to medium SAND, (SM), moist.	64 66 67.5	S-13	SS	18	5 11 6	17	

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Log of Boring **LB-7** Sheet 3 of 3

Project	Project No.
Hollywood Toyota Site - Los Angeles	700109601
Location	**Elevation and Datum**
6000 Hollywood Blvd	100

Elev. (ft)	Sample Description	Depth Scale	Number	Type	Recov. (in)	Penetr. resist BL/6in	N-Value (Blows/ft) 10 20 30 40	Remarks (Drilling Fluid, Depth of Casing, Fluid Loss, Drilling Resistance, etc.)
+32.5		67.5						
	Medium dense, brown, silty fine to medium SAND, trace clay, (SM), moist.	70	S-14	SS	18	7 6 6	12	
+27.5	Hard, brown, sandy CLAY, trace silt, (CL), moist.		S-15A S-15B	SS	18	4 12 22	34	
+24.3	Dense, brown, silty fine to medium SAND, (SM), moist.	76						
	Dense, brown, fine to medium SAND, some silt, trace clay, (SM), moist.	80	S-16	SS	18	5 11 24	35	
+14.5	Medium dense, silty fine to medium SAND, trace clay, (SM), moist. Very stiff, brown, sandy CLAY, trace silt, (CL), moist.	86	S-17A S-18B	SS	18	3 10 8	18	
+12.5		▽						
	Dense, brown, clayey fine to medium SAND, some silt, trace fine gravel, (SC), moist.	90	S-18B	SS	18	5 14 19	33	
+7.5	Dense, light orangish brown, fine to coarse SAND, some silt, trace fine gravel, (SM), wet.	96	S-19	SS	18	6 15 20	35	
+2.5	Very stiff, brown, sandy CLAY, trace silt, (CL), wet.	100	S-20	SS	18	4 8 15	23	
-1.5	End of boring at 101.5 feet. Groundwater encountered at 89.3 feet. Boring backfilled with grout.	102						
		104 105						

APPENDIX D

Laboratory Results

Geo-Logic
ASSOCIATES
Geologists • Hydrogeologists • Engineers

Date: April 27, 2022
Project No. 2012-0057

Langan Engineering
18575 Jamboree Road, Suite 150
Irvine, CA 92612

Attn.: **Jose Baron**

RE: **Langan Job No. 700109601 – Toyota Hollywood**
6000 Hollywood Boulevard, Los Angeles, CA 90028

Transmitted herewith are the results of laboratory testing performed by Geo-Logic Associates on the soil samples delivered to our office in March 2022. All tests listed below were performed by qualified personnel in our City of Los Angeles-certified laboratory (City of Los Angeles Testing Agency Certification No. 10198).

Dry Density & Water Content	ASTM D7263
Percent Passing #200	ASTM D422
Chloride Content	CT 422
Soluble Sulfate	CT 417
Minimum Resistivity & pH	CT 643
Maximum Dry Density & Water Content	ASTM D1557
Direct Shear	ASTM D3080
Consolidation	ASTM D2435
Expansion Index	ASTM D4829
Plasticity Index	ASTM D4318

Geo-Logic Associates

Robbie Warner
Supervising Geotechnical Engineer
GE 2690 (Expires 12/31/2023)

REGISTERED PROFESSIONAL ENGINEER
ROBBIE MICHAEL WARNER
No.2690
Exp. 12/31/2023
GEOTECHNICAL
STATE OF CALIFORNIA

Attachments: Laboratory Test Results
Distribution: **Jose Baron**, Addressee (2)

MOISTURE DENSITY TESTS

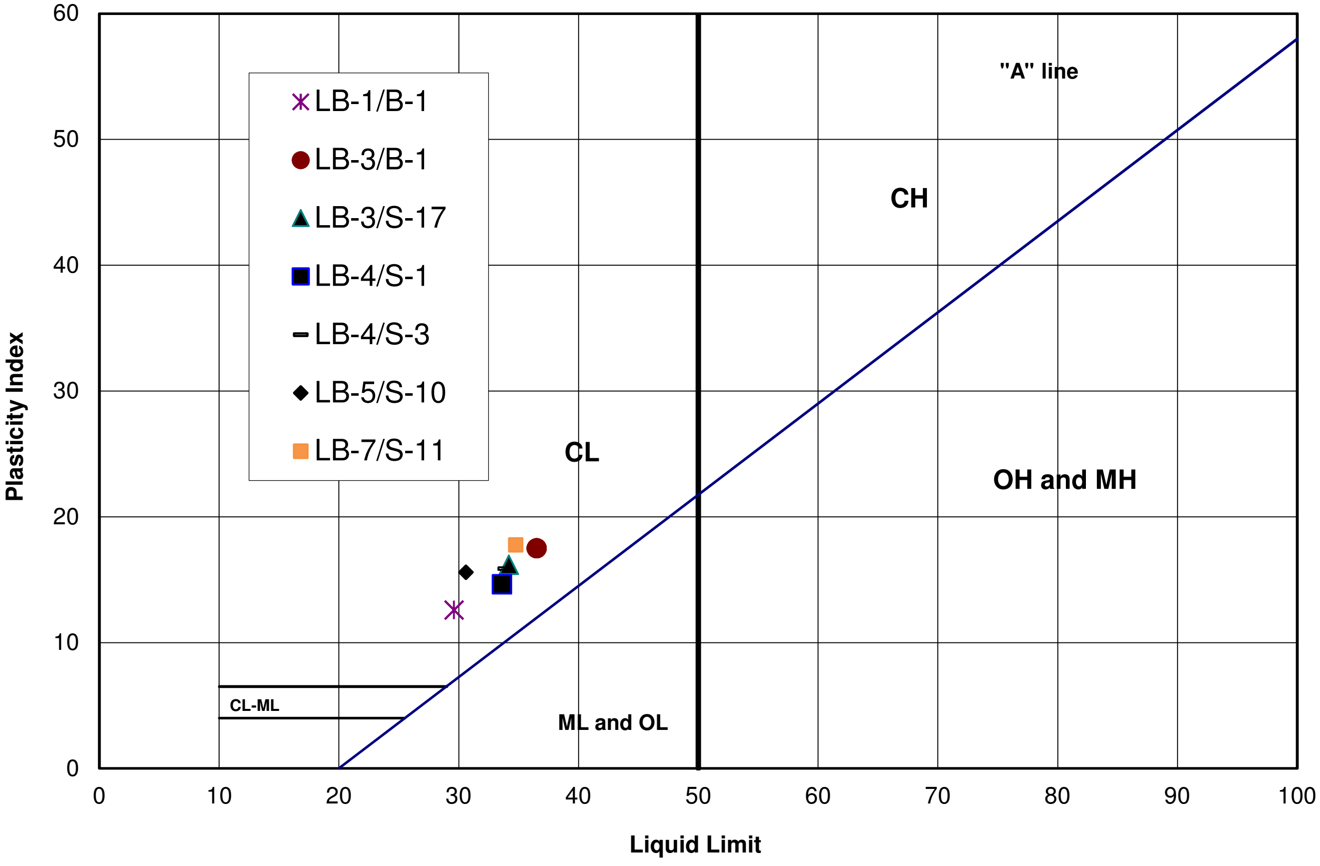
PROJECT Langan # 700109601 **JOB NO.** 2012-0057 **BY** LD **DATE** 03/29/22

Sample No.	LB-3 / S-17	LB-4/S-1	LB-4/S-2	LB-5/S-10	LB-7/S-2	LB-7/S-11		
Depth (ft)	**85**	**5**	**15**	**50**	**10**	**55**		
Testing								
Soil Type	Brown, Clay	Brown, Sandy Clay	Brown, Sandy Clay	Brown, Sandy Clay	Brown, Silty Sand w. some Clay	Brown, Sandy Clay		
Wet+Tare					553.2			
No. Ring					3			
Wet Weight	382.0	321.1	295.5	322.1	106.9	351.0		
Dry Weight	315.9	280.8	254.2	287.5	97.1	306.7		
Wet density					116.5			
% Water	**20.9**	**14.4**	**16.2**	**12.0**	**10.1**	**14.4**		
Dry Density					**105.8**			
O.B.Press(psf)								

Sample No.								
Depth (ft)								
Testing								
Soil Type								
Wet+Tare								
No. Ring								
Wet Weight								
Dry Weight								
Wet density								
% Water								
Dry Density								
O.B.Press(psf)								

Geo-Logic
ASSOCIATES

PLASTICITY INDEX _ ASTM D4318



Sample	Depth	LL	PL	PI	USCS	Material Description
LB-1/B-1	0 - 5'	30	17	13	CL	
LB-3/B-1	0 - 5'	37	19	18	CL	
LB-3/S-17	85	34	18	16	CL	
LB-4/S-1	5	34	19	15	CL	
LB-4/S-3	15	34	18	16	CL	
LB-5/S-10	50	31	15	16	CL	
LB-7/S-11	55	35	17	18	CL	

Job Name: Langan # 700109601

Date: 3/29/22

Job No.: 2012-0057

Geo-Logic
ASSOCIATES

WASH #200 SIEVE - ASTM D 1140-92

Job Name	Langan # 700109601	Date	3-29-22
Job No.	2012-0057	By	LD

Sample	LB-3/S-3	**Sample**	LB3/S-7	**Sample**	LB-3/S-15
Soil Type		Soil Type		Soil Type	
% water	18.0	% water	10.3	% water	10.3
Wet weight	183.8	Wet weight	228	Wet weight	245.1
Dry weight	155.8	Dry weight	206.7	Dry weight	222.2
+ 200 sieve	60.1	+ 200 sieve	124.9	+ 200 sieve	149.5
% Retained	38.6	% Retained	60.4	% Retained	67.3
%Pass. #200	**61**	**%Pass. #200**	**40**	**%Pass. #200**	**33**

Sample	LB-5/S-4	**Sample**	LB-5/S-8	**Sample**	LB-6/S-3
Soil Type		Soil Type		Soil Type	
% water	10.5	% water	10.6	% water	9.2
Wet weight	221.1	Wet weight	228.4	Wet weight	249.5
Dry weight	200.1	Dry weight	206.5	Dry weight	228.5
+ 200 sieve	132.5	+ 200 sieve	137.4	+ 200 sieve	130.8
% Retained	66.2	% Retained	66.5	% Retained	57.2
%Pass. #200	**34**	**%Pass. #200**	**33**	**%Pass. #200**	**43**

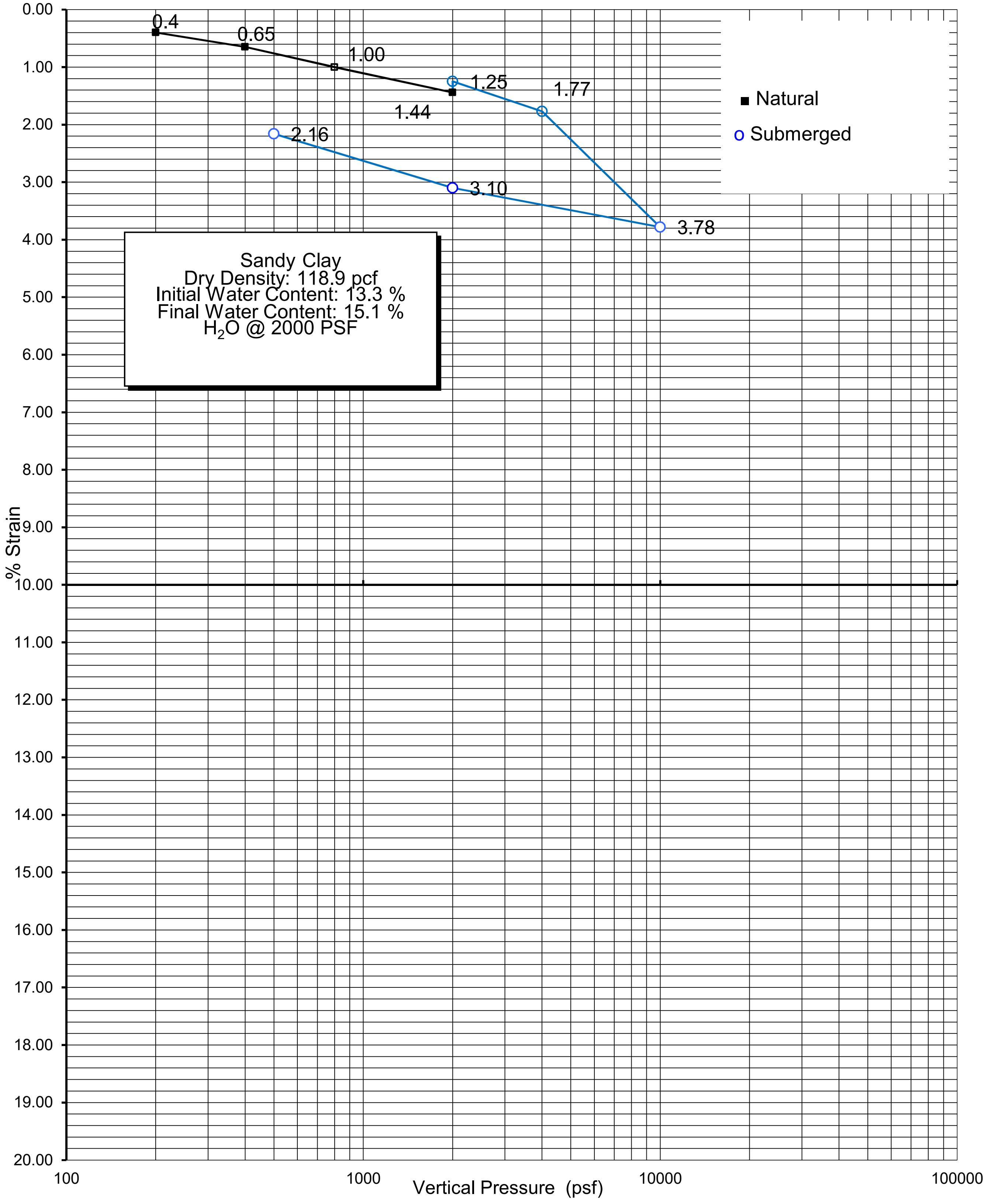
Sample	LB-6/S-7	**Sample**	LB-7/S-12	**Sample**	LB-7/S-16
Soil Type		Soil Type		Soil Type	
% water	11.0	% water	16.6	% water	9.4
Wet weight	249.8	Wet weight	165.7	Wet weight	246.9
Dry weight	225.0	Dry weight	142.1	Dry weight	225.7
+ 200 sieve	120.7	+ 200 sieve	69.3	+ 200 sieve	166.4
% Retained	53.6	% Retained	48.8	% Retained	73.7
%Pass. #200	**46**	**%Pass. #200**	**51**	**%Pass. #200**	**26**

Sample	LB-7/S-19	**Sample**	LB-6/S-6	**Sample**	
Soil Type		Soil Type		Soil Type	
% water	14.6	% water	9.0	% water	
Wet weight	273.6	Wet weight	179.3	Wet weight	
Dry weight	238.7	Dry weight	164.5	Dry weight	
+ 200 sieve	205.9	+ 200 sieve	98	+ 200 sieve	
% Retained	86.2	% Retained	59.6	% Retained	
%Pass. #200	**14**	**%Pass. #200**	**40**	**%Pass. #200**	

Geo-Logic
ASSOCIATES

CONSOLIDATION TEST - ASTM D2435

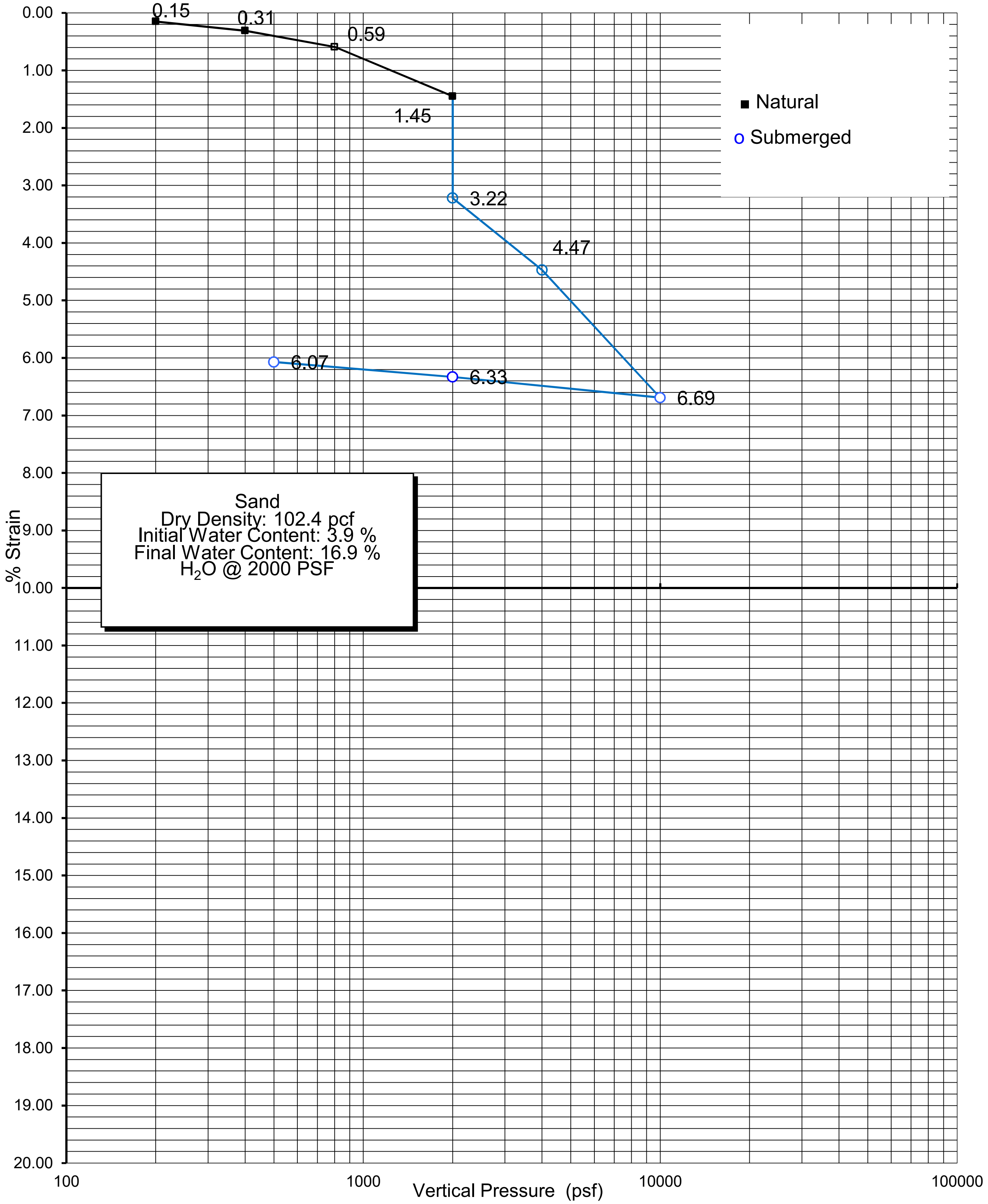
Boring / Sample No.	LB-2 / S-3	Depth:	15'	Date	03-18-22



Sandy Clay
Dry Density: 118.9 pcf
Initial Water Content: 13.3 %
Final Water Content: 15.1 %
H_2O @ 2000 PSF

CONSOLIDATION TEST - ASTM D2435

Boring / Sample No.	LB-1 / S-3	Depth:	15'	Date	03-18-22



Sand
Dry Density: 102.4 pcf
Initial Water Content: 3.9 %
Final Water Content: 16.9 %
H_2O @ 2000 PSF

EXPANSION INDEX - UBC 18-2 & ASTM D 4829-88

PROJECT Langan # 700109601

JOB NO. 2012-0057

Sample LB-1/B-1 By LD
Sta. No.
Soil Type Brown, Clay

Date	Time	Dial Reading	Wet+Tare	617.3
3/25/2022	16:20	0.4754	Tare	219.8
		H2O	Net Weight	397.5
3/26/2022	10:00	0.4464	% Water	10
			Dry Dens.	109.5
			% Max	
			Wet+Tare	651.1
			Tare	219.8
			Net Weight	431.3
INDEX	29	2.9%	% Water	19.4

Sample LB-3/B-1 By LD
Sta. No.
Soil Type Brown, Clay

Date	Time	Dial Reading	Wet+Tare	593.6
3/25/2022	16:20	0.3622	Tare	219.6
		H2O	Net Weight	374
3/26/2022	10:00	0.3092	% Water	12.5
			Dry Dens.	100.7
			% Max	
			Wet+Tare	642
			Tare	219.6
			Net Weight	422.4
INDEX	53	5.3%	% Water	27.1

Sample By
Sta. No.
Soil Type

Date		Dial Reading	Wet+Tare	
			Tare	
			Net Weight	
			% Water	
			Dry Dens.	
			% Max	
			Wet+Tare	
			Tare	
			Net Weight	
INDEX			% Water	

Sample By
Sta. No.
Soil Type

Date		Dial Reading	Wet+Tare	
			Tare	
			Net Weight	
			% Water	
			Dry Dens.	
			% Max	
			Wet+Tare	
			Tare	
			Net Weight	
INDEX			% Water	

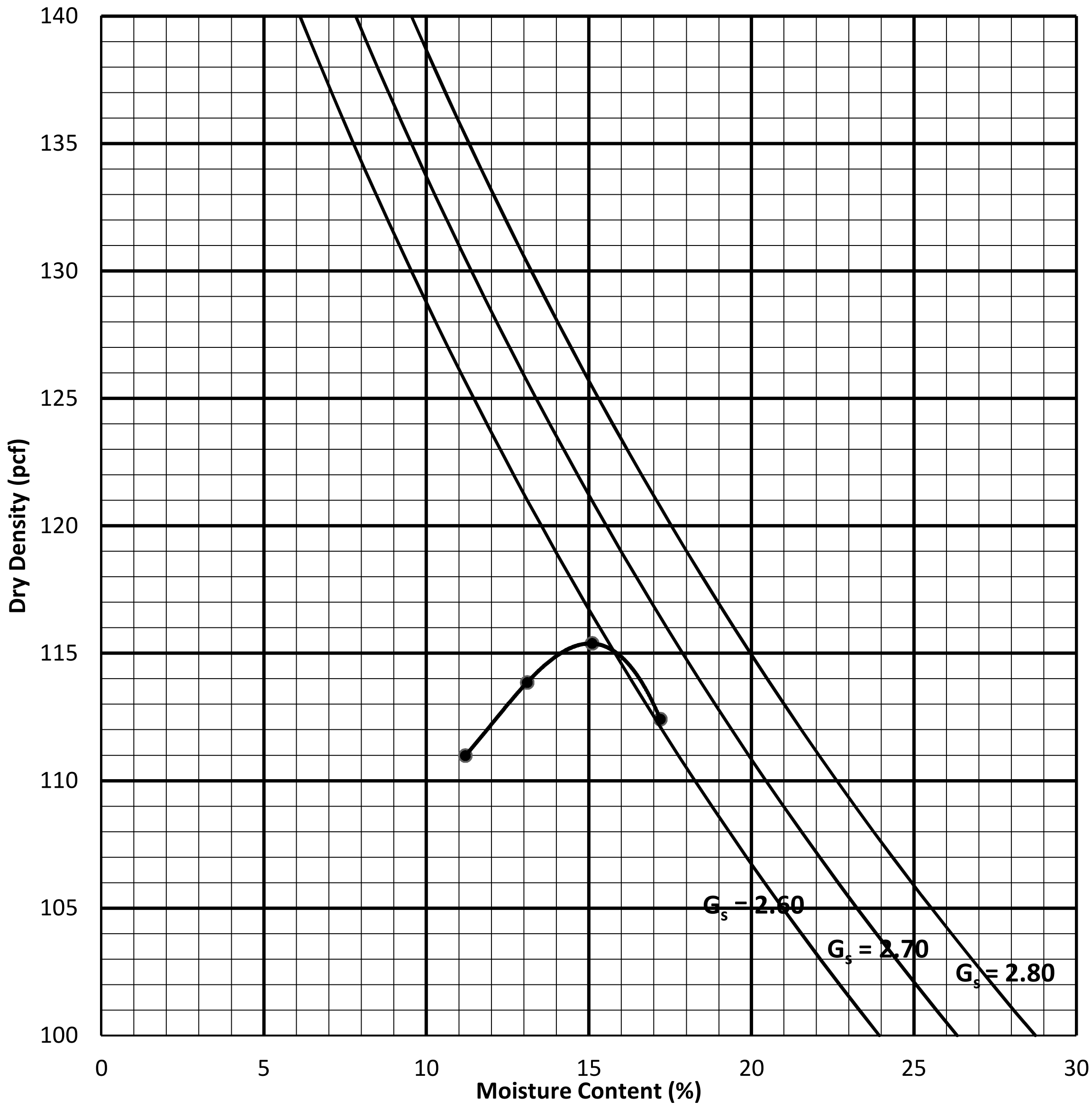
Geo**L**ogic **A**ssociates

COMPACTION TEST REPORT

Project: Langan # 700109601 **Job No.** 2003-035
Sample: LB-3/B-1 **Date:** 3/29/2022
Description: Brown, Clay **/:**)

ASTM D1557	Method A	Volume (cf): 0.03333		# Blows: 25	# Layers: 5
Specimen		**A**	**B**	**C**	**D**
Wet Weight (grs)		1992	2008	1947	1866
Wet Density (pcf)		131.7	132.8	128.8	123.4
Moisture Content (%)		17.2	15.1	13.1	11.2
Dry Density (pcf)		112.4	115.4	113.9	111.0

Max. Dry Density : 115.5 pcf
Opt. Water Content: 15.0 %

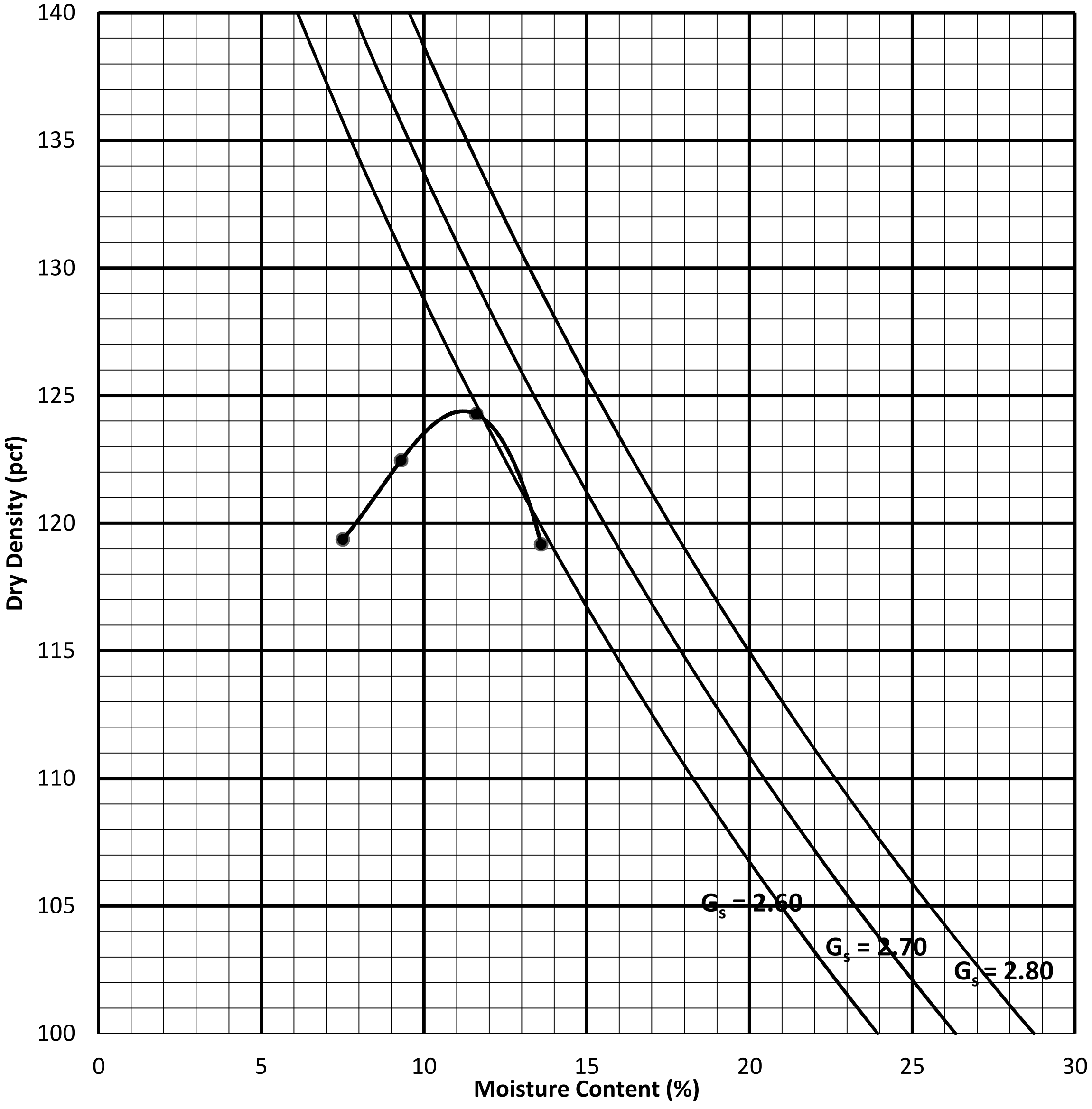


COMPACTION TEST REPORT

Project: Langan # 700109601 **Job No.** 2003-035
Sample: LB-1/B-1 **Date:** 3/29/2022
Description: Brown, Clay r:)

ASTM D1557	Method A	Volume (cf): 0.03333		# Blows: 25	# Layers: 5
Specimen		**A**	**B**	**C**	**D**
Wet Weight (grs)		2097	2047	2024	1940
Wet Density (pcf)		138.7	135.4	133.9	128.3
Moisture Content (%)		11.6	13.6	9.3	7.5
Dry Density (pcf)		124.3	119.2	122.5	119.4

Max. Dry Density : 124.5 pcf
Opt. Water Content: 11.5 %

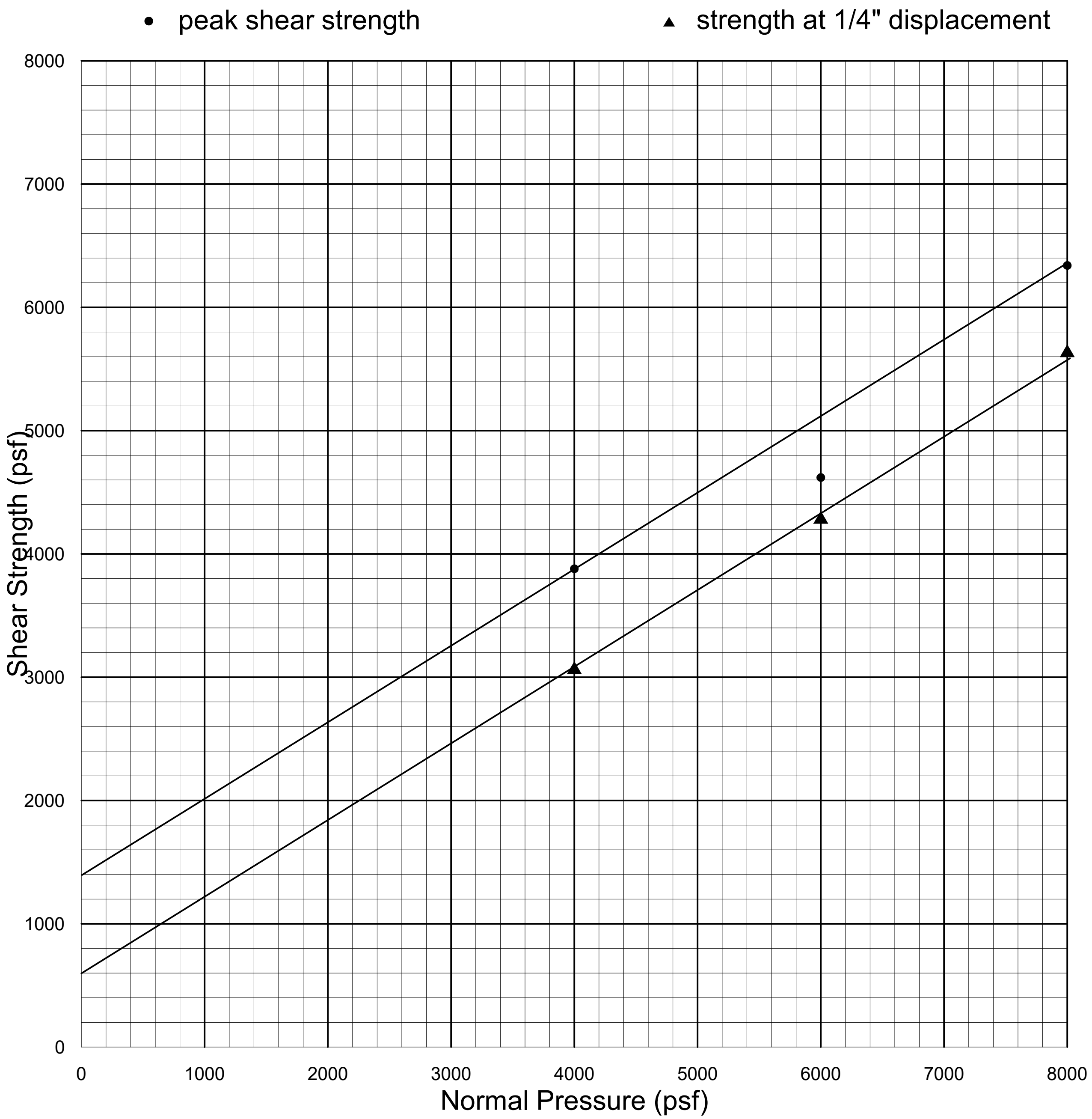


Langan # 700109601 SOIL TEST RESULTS *Job No. 2012-0057*

SAMPLE NO.:	LB-1 / B-1	LB-3 / B-1			
Depth	0 - 5'	0 - 5'			
DIRECT SHEAR TEST (type)					
Initial Moisture Content %					
Dry Density (pcf)					
Normal Stress (psf)					
Peak Shear Stress (psf)					
Ultimate Shear Stress (psf)					
Cohesion (psf)					
Internal Friction Angle (degrees)					
EXPANSION TEST UBC STD 18-2					
Initial Dry Density (pcf)					
Initial Moisture Content %					
Final Moisture Content %					
Pressure (psf)					
Expansion Index Swell %					
CORROSIVITY TEST					
Resistivity (ASTM G57) (ohm-cm)	1890	760			
pH (ASTM D4972)	7.7	7.5			
CHEMICAL TESTS					
Soluble Sulfate (ASTM D4327) (%)	0.0230	0.4995			
Chloride Content (ASTM D4327) (%)	0.0066	0.0054			
Wash #200 Sieve (ASTM-1140) %					
Sand Equivalent (ASTM D2419)					

Geo-Logic
ASSOCIATES

DIRECT SHEAR TEST - ASTM D-3080



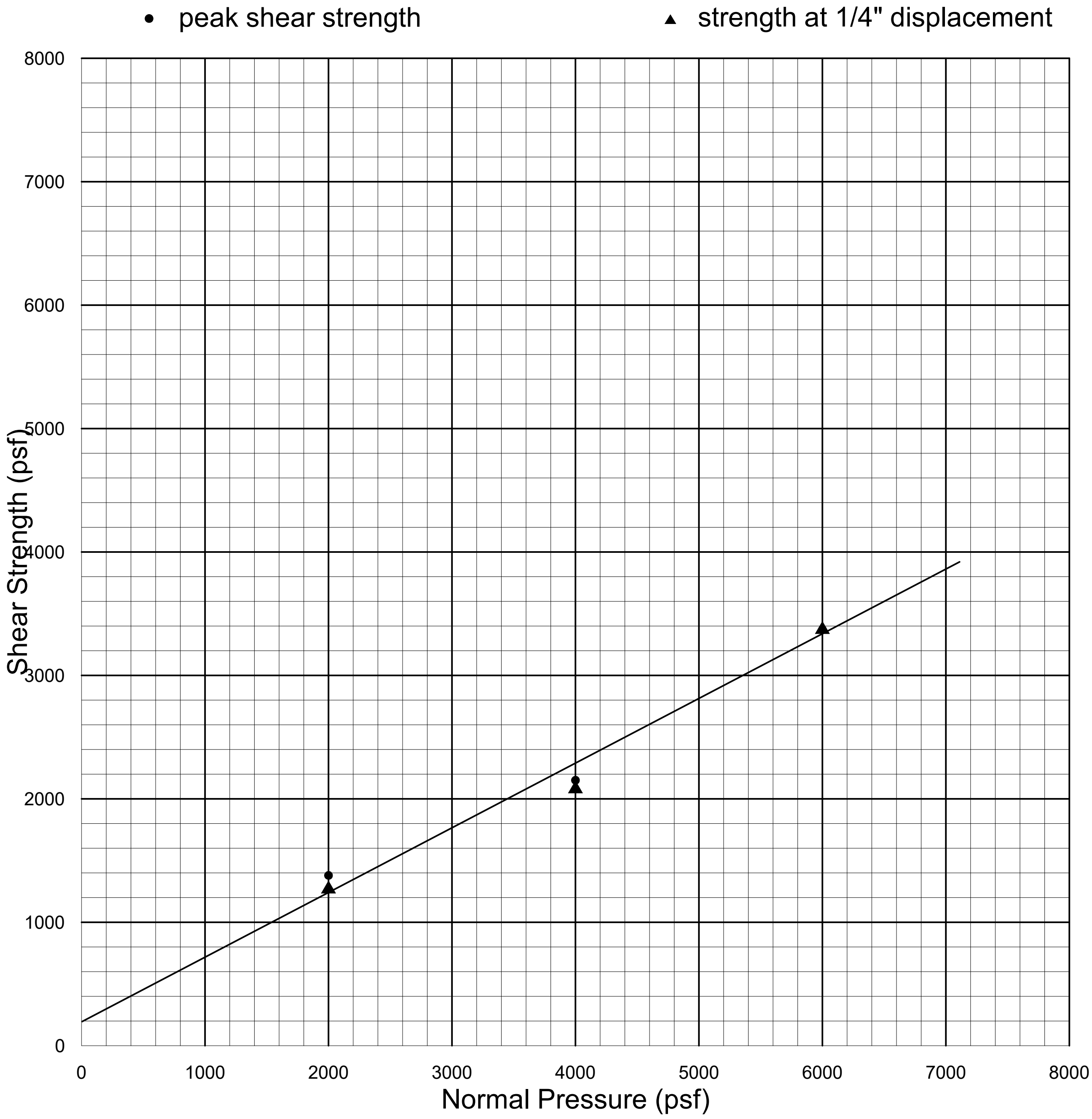
Strain Rate: 0.0042 in. / min.

Sample	**Type**	**Description**	**Dry Density (pcf)**	**Initial W.C. (%)**	**Final W.C. (%)**
LB1/S9	Undisturbed & Saturated	Sand	123.5	11.6	13.7

Normal Pressure (psf)	Peak Shear Strength (psf)	Ultimate Shear Strength (psf)
4000	3880 @ 0.1250"	3060
6000	4620 @ 0.1500"	4280
8000	6340 @ 0.1505"	5630
	C = 1400 psf	C = 600 psf
	ϕ = 32 deg.	ϕ = 32 deg.

Date: 03-29-22

DIRECT SHEAR TEST - ASTM D-3080

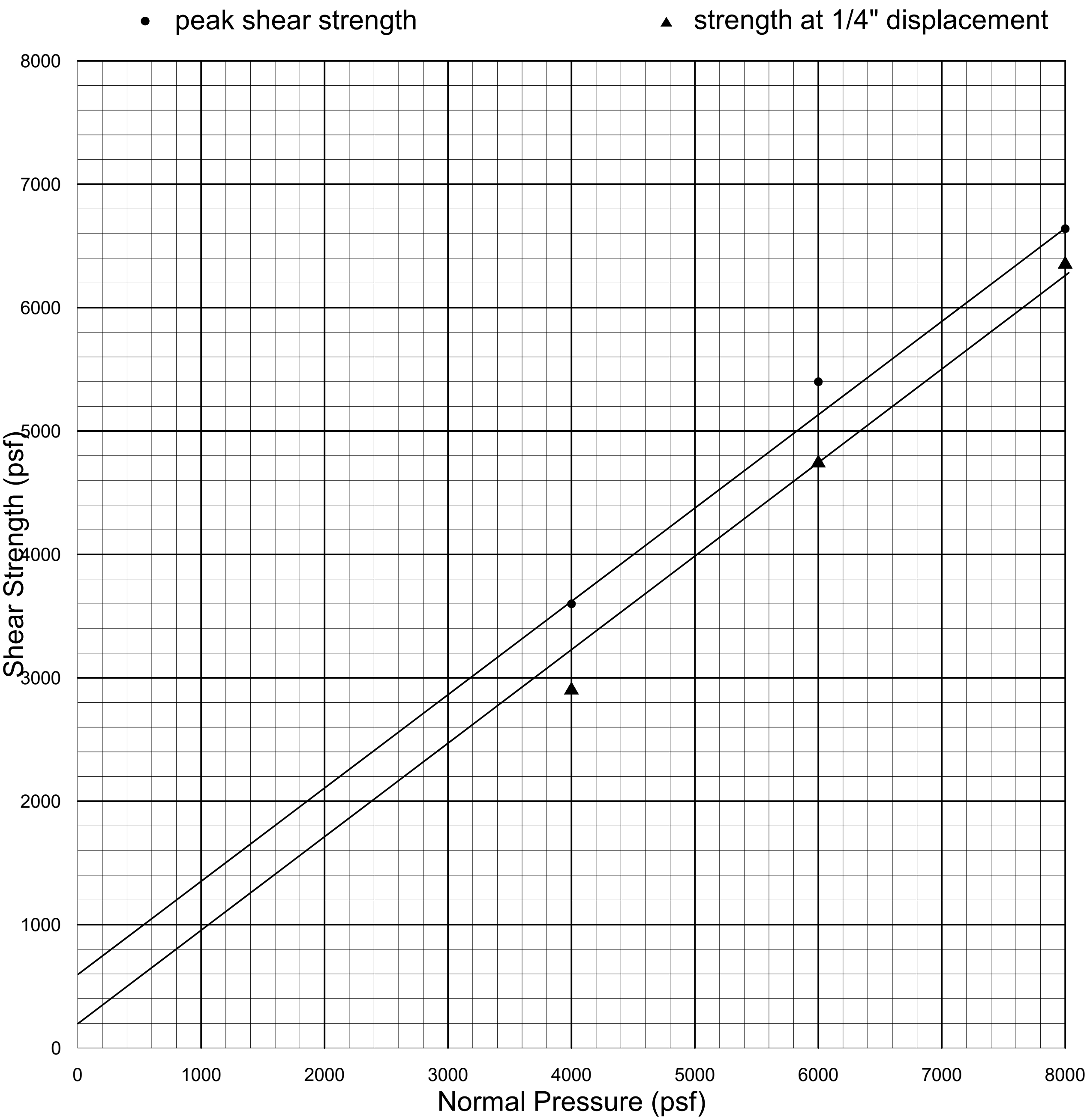


Strain Rate: 0.0042 in. / min.

Sample	Type	Description	Dry Density (pcf)	Initial W.C. (%)	Final W.C. (%)
LB3/S4	Undisturbed & Saturated	Sand	98.3	24.1	25.7

Normal Pressure (psf)	Peak Shear Strength (psf)	Ultimate Shear Strength (psf)
2000	1380 @ 0.1055"	1270
4000	2150 @ 0.1100"	2080
6000	3370 @ 0.2450"	3370
	C = 200 psf	C = 200 psf
	$\phi =$ 27.5 deg.	$\phi =$ 27.5 deg.

DIRECT SHEAR TEST - ASTM D-3080



Strain Rate: 0.0084 in. / min.

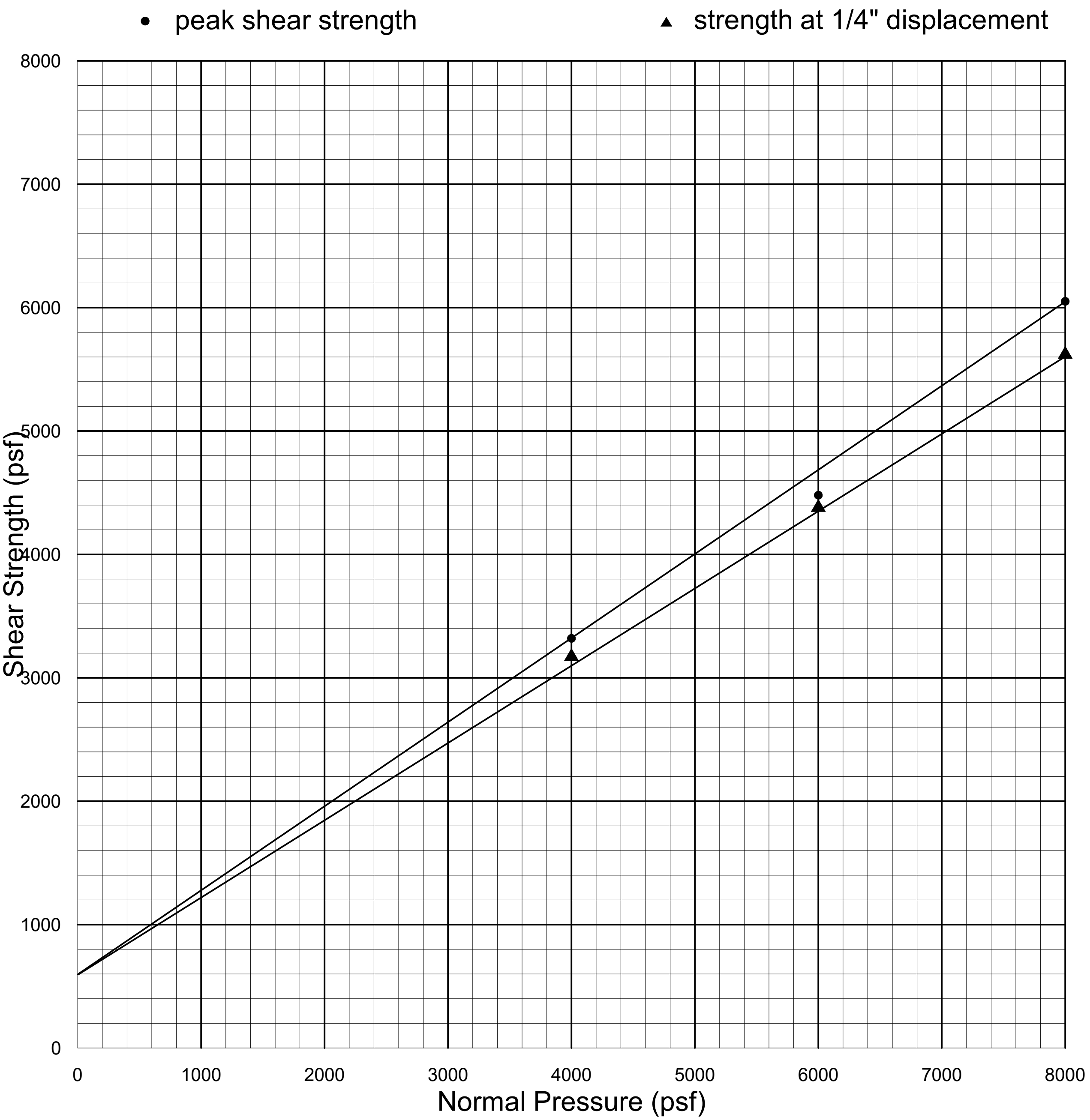
Sample	**Type**	**Description**	**Dry Density (pcf)**	**Initial W.C. (%)**	**Final W.C. (%)**
LB3/S12	Undisturbed & Saturated	Sand	118.7	5.2	15.7

Normal Pressure (psf)	Peak Shear Strength (psf)	Ultimate Shear Strength (psf)
4000	3600 @ 0.1450"	2900
6000	5400 @ 0.1655"	4740
8000	6640 @ 0.1855"	6350
	C = 600 psf	C = 200 psf
	$\phi =$ 37 deg.	$\phi =$ 37 deg.

Date: 03-29-22

Geo**L**ogic **A**ssociates

DIRECT SHEAR TEST - ASTM D-3080



Strain Rate: 0.0042 in. / min.

Sample	**Type**	**Description**	**Dry Density (pcf)**	**Initial W.C. (%)**	**Final W.C. (%)**
LB5/S11	Undisturbed & Saturated	Sandy Clay	123.0	11.9	14.2

Normal Pressure (psf)	Peak Shear Strength (psf)	Ultimate Shear Strength (psf)
4000	3320 @ 0.1405"	3170
6000	4480 @ 0.1655"	4380
8000	6050 @ 0.1605"	5620
	C = 600 psf	C = 600 psf
	ϕ = 34.5 deg.	ϕ = 32 deg.

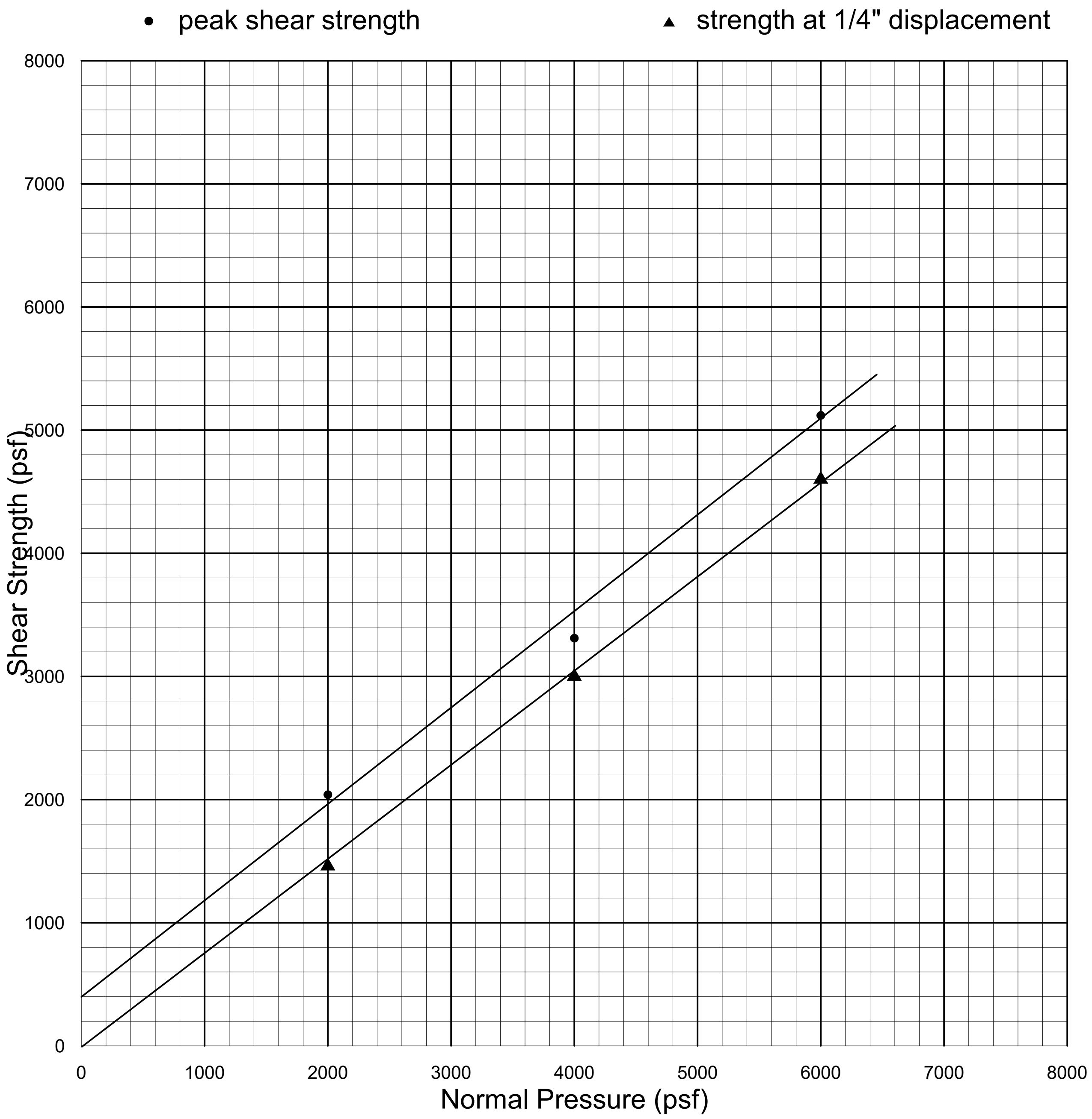
Date: 03-29-22

Geo**L**ogic **A**ssociates

Job No. 2012-0057

DIRECT SHEAR TEST - ASTM D-3080

Langan # 700109601



Strain Rate: 0.0042 in. / min.

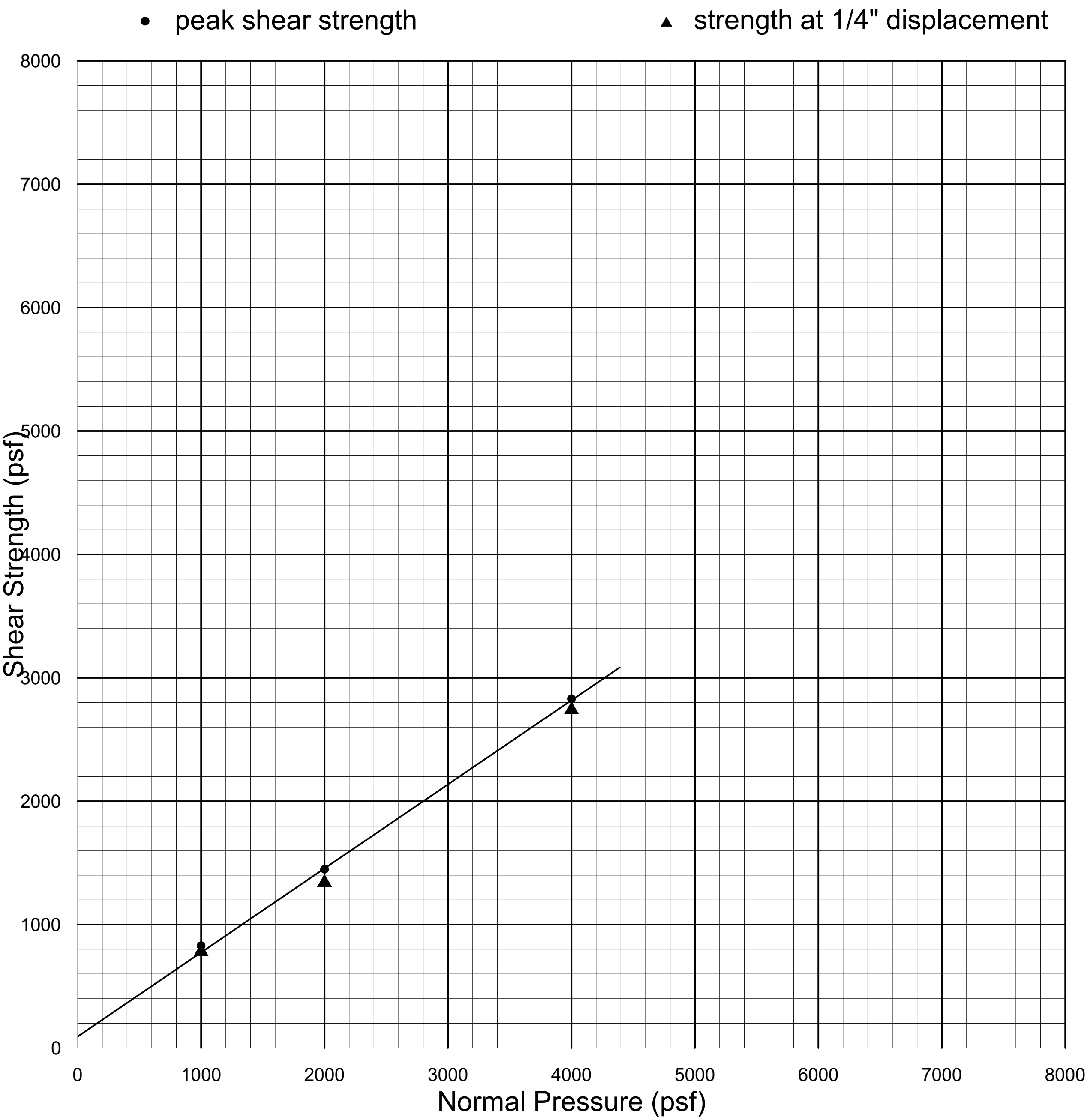
Sample	**Type**	**Description**	**Dry Density (pcf)**	**Initial W.C. (%)**	**Final W.C. (%)**
LB6/S6	Undisturbed & Saturated	Silty Sand	123.4	9.0	14.1

Normal Pressure (psf)	Peak Shear Strength (psf)	Ultimate Shear Strength (psf)
2000	2040 @ 0.1355"	1460
4000	3310 @ 0.1700"	3000
6000	5120 @ 0.1700"	4600
	C = 400 psf	C = 0 psf
	$\phi =$ 37 deg.	$\phi =$ 37 deg.

Date: 03-29-22

Geo**L**ogic **A**ssociates

DIRECT SHEAR TEST - ASTM D-3080



Strain Rate: 0.0084 in. / min.

Sample	**Type**	**Description**	**Dry Density (pcf)**	**Initial W.C. (%)**	**Final W.C. (%)**
LB7/S2	Undisturbed & Saturated	Silty Sand w. some Clay	105.8	10.1	17.0

Normal Pressure (psf)	Peak Shear Strength (psf)	Ultimate Shear Strength (psf)
1000	830 @ 0.1150"	780
2000	1450 @ 0.1205"	1340
4000	2830 @ 0.1755"	2740
	C = 100 psf	C = 100 psf
	ϕ = 34 deg.	ϕ = 34 deg.

Date: 03-29-22

Geo**L**ogic **A**ssociates

Appendix IS-4

Hydrology and Water Resources Technical Report

700 S Flower St, Suite 2100, Los Angeles, CA 90017, 213.418-0201. kpff.com

6000 HOLLYWOOD BOULEVARD
LOS ANGELES, CA 90028

HYDROLOGY & WATER RESOURCES TECHNICAL REPORT
MAY 2023

PREPARED BY:

KPFF Consulting Engineers
700 S Flower St, Suite 2100
Los Angeles, CA 90017
(213) 418-0201

Table of Contents

Appendix

1. INTRODUCTION

1.1. PROJECT DESCRIPTION

The project is located on a 3.75-acre site at 6000 Hollywood Boulevard in the City of Los Angeles. The Project Site is associated with Assessor Parcel Numbers (APNs) 5545-005-005, 5545-005-022 and 5545-006-029. The Project Site is comprised of nine lots south of Hollywood Boulevard (Hollywood Lot) and one adjoining lot along Carlton Way between Bronson Avenue to the east and Gower Street to the west (Carlton Lot).

The Hollywood Lot is currently developed as an automotive dealership for Toyota, and includes a showroom, parts storage structure, auto repair facility with five service bays, and surface parking. The existing structures on the Hollywood Lot total approximately 31,833 square feet. The Carlton Lot contains surface parking. The Hollywood Lot and the Carlton Lot are collectively referred to herein as the Project Site.

The Project Site is located in the Hollywood Community Plan area of the City of Los Angeles (City). The greater project site area is primarily developed with a mix of multi-family residential, commercial, and surface parking uses.

The project includes demolition and removal of the existing Toyota dealership and surrounding surface parking lots, and the development of the site with a new approximately 501,185 square-foot mixed-use development. This development will include 350 residential dwelling units, 136,000 square feet of commercial office space, 18,004 square feet of retail space, and 4,038 square feet of restaurant use. The mix of dwelling units currently is comprised of 52 studios, 212 1-bedroom units, 73 2-bedroom units, and 13 3-bedroom units. The building will reach a maximum height of 419 feet from ground level.

1.2. SCOPE OF WORK

This report provides a description of the existing surface water hydrology, surface water quality, groundwater level, and groundwater quality at the Project Site. It also analyzes the Project's potential impacts related to surface water hydrology, surface water quality, groundwater level, and groundwater quality.

2. REGULATORY FRAMEWORK

2.1. SURFACE WATER HYDROLOGY

County of Los Angeles Hydrology Manual

Per the City of Los Angeles (City) Special Order No. 007-1299, December 3, 1999, the City has adopted the Los Angeles County (County) Department of Public Works Hydrology Manual as its basis of design for storm drainage facilities. The Hydrology Manual requires that a storm drain conveyance system be designed for a 10-year storm event and that the combined capacity of a storm drain, and street flow system accommodate flow from a 25-year storm event. Areas with sump conditions are required to have a storm drain conveyance system capable of conveying flow from a 50-year storm event.[1] The County also limits the allowable discharge into existing storm drain facilities based on the municipal separate storm sewer systems (MS4) Permit, which is enforced on all new developments that discharge directly into the County's storm drain system. Any proposed drainage improvements of County owned storm drain facilities such as catch basins and storm drain lines require review and approval from the County Flood Control District department.

Los Angeles Municipal Code

Any proposed drainage improvements within the street right of way or any other property owned by or under the control of the City requires the approval of a B-permit (Section 62.105, Los Angeles Municipal Code (LAMC)). Under the B-permit process, storm drain installation plans are subject to review and approval by the City of Los Angeles Department of Public Works, Bureau of Engineering. Additionally, any connections to the City's storm drain system from a private property to a City catch basin or an underground storm drain pipe requires a storm drain connection permit from the City of Los Angeles Department of Public Works, Bureau of Engineering.

2.2. SURFACE WATER QUALITY

Clean Water Act

The Clean Water Act was first introduced in 1948 as the Water Pollution Control Act. The Clean Water Act authorizes Federal, state, and local entities to cooperatively create comprehensive programs for eliminating or reducing the pollution of state waters and tributaries. The primary goals of the Clean Water Act are to restore and maintain the chemical, physical, and biological integrity of the nation's waters and to make all surface waters fishable and swimmable. As such, the Clean Water Act forms the basic national framework for the management of water quality and the control of pollutant discharges. The Clean Water Act also sets forth a number of objectives in order to achieve the above-mentioned goals. These objectives include regulating pollutant and toxic pollutant

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[1] Los Angeles County Department of Public Works Hydrology Manual, January 2006, http://ladpw.org/wrd/publication/index.cfm, accessed August 29, 2022.

discharges; providing for water quality that protects and fosters the propagation of fish, shellfish and wildlife; developing waste treatment management plans; and developing and implementing programs for the control of non-point sources of pollution.[2]

Since its introduction, major amendments to the Clean Water Act have been enacted (e.g., 1961, 1966, 1970, 1972, 1977, and 1987). Amendments enacted in 1970 created the U.S. Environmental Protection Agency (USEPA), while amendments enacted in 1972 deemed the discharge of pollutants into waters of the United States from any point source unlawful unless authorized by a USEPA National Pollutant Discharge Elimination System (NPDES) permit. Amendments enacted in 1977 mandated development of a "Best Management Practices" Program at the state level and provided the Water Pollution Control Act with the common name of "Clean Water Act," which is universally used today. Amendments enacted in 1987 required the USEPA to create specific requirements for discharges.

In response to the 1987 amendments to the Clean Water Act and as part of Phase I of its NPDES permit program, the USEPA began requiring NPDES permits for: (1) municipal separate storm sewer systems (MS4) generally serving, or located in, incorporated cities with 100,000 or more people (referred to as municipal permits); (2) 11 specific categories of industrial activity (including landfills); and (3) construction activity that disturbs five acres or more of land. Phase II of the USEPA's NPDES permit program, which went into effect in early 2003, extended the requirements for NPDES permits to: (1) numerous small MS4s,[3] (2) construction sites of one to five acres, and (3) industrial facilities owned or operated by small municipal separate storm sewer systems. The NPDES permit program is typically administered by individual authorized states.

In 2008, the USEPA published draft Effluent Limitation Guidelines (ELGs) for the construction and development industry. On December 1, 2009 the EPA finalized its 2008 Effluent Guidelines Program Plan.

In California, the NPDES stormwater permitting program is administered by the State Water Resources Control Board (SWRCB). The SWRCB was created by the Legislature in 1967. The joint authority of water distribution and water quality protection allows the Board to provide protection for the State's waters, through its nine Regional Water Quality Control Boards (RWQCBs). The RWQCBs develop and enforce water quality objectives and implement plans that will best protect California's waters, acknowledging areas of different climate, topography, geology, and hydrology. The RWQCBs develop "basin

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[2] Non-point sources of pollution are carried through the environment via elements such as wind, rain, or stormwater and are generated by diffuse land use activities (such as runoff from streets and sidewalks or agricultural activities) rather than from an identifiable or discrete facility.

[3] A small municipal separate storm sewer system (MS4) is any MS4 not already covered by the Phase I program as a medium or large MS4. The Phase II Rule automatically covers on a nationwide basis all small MS4s located in "urbanized areas" as defined by the Bureau of the Census (unless waived by the NPDES permitting authority), and on a case-by-case basis those small MS4s located outside of urbanized areas that the NPDES permitting authority designates.

plans" for their hydrologic areas, issue waste discharge requirements, enforce action against stormwater discharge violators, and monitor water quality.[4]

Federal Antidegradation Policy

The Federal Antidegradation Policy (40 Code of Federal Regulations 131.12) requires states to develop statewide anti-degradation policies and identify methods for implementing them. Pursuant to the Code of Federal Regulations (CFR), state antidegradation policies and implementation methods shall, at a minimum, protect and maintain (1) existing in-stream water uses; (2) existing water quality, where the quality of the waters exceeds levels necessary to support existing beneficial uses, unless the state finds that allowing lower water quality is necessary to accommodate economic and social development in the area; and (3) water quality in waters considered an outstanding national resource.

California Porter-Cologne Act

The Porter-Cologne Water Quality Control Act established the legal and regulatory framework for California's water quality control. The California Water Code (CWC) authorizes the SWRCB to implement the provisions of the CWA, including the authority to regulate waste disposal and require cleanup of discharges of hazardous materials and other pollutants.

As discussed above, under the California Water Code, the SWRCB is divided into nine RWQCBs, governing the implementation and enforcement of the CWC and CWA. The Project Site is located within Region 4, also known as the Los Angeles Region. Each RWQCB is required to formulate and adopt a Basin Plan for its region. This Basin Plan must adhere to the policies set forth in the CWC and established by the SWRCB. The RWQCB is also given authority to include within its regional plan water discharge prohibitions applicable to particular conditions, areas, or types of waste.

California Antidegradation Policy

The California Antidegradation Policy, otherwise known as the *Statement of Policy with Respect to Maintaining High Quality Water in California* was adopted by the SWRCB (State Board Resolution No. 68-16) in 1968. Unlike the Federal Antidegradation Policy, the California Antidegradation Policy applies to all waters of the State, not just surface waters. The policy states that whenever the existing quality of a water body is better than the quality established in individual Basin Plans, such high quality shall be maintained and discharges to that water body shall not unreasonably affect present or anticipated beneficial use of such water resource.

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[4] 4 LARWQCB Basin Plan. March 2020. <https://www.waterboards.ca.gov/losangeles/water_issues/programs/basin_plan/>.

California Toxics Rule

In 2000, the USEPA promulgated the California Toxics Rule, which establishes water quality criteria for certain toxic substances to be applied to waters in the State. The USEPA promulgated this rule based on the USEPA's determination that the numeric criteria are necessary in the State to protect human health and the environment. The California Toxics Rule establishes acute (i.e., short-term) and chronic (i.e., long-term) standards for bodies of water such as inland surface waters and enclosed bays and estuaries that are designated by the Los Angeles RWQCB (LARWQCB) as having beneficial uses protective of aquatic life or human health.

Board Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties

As required by the California Water Code, the LARWQCB has adopted a plan entitled "Water Quality Control Plan, Los Angeles Region: Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties" (Basin Plan). Specifically, the Basin Plan designates beneficial uses for surface and groundwaters, sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the State's anti-degradation policy, and describes implementation programs to protect all waters in the Los Angeles Region. In addition, the Basin Plan incorporates (by reference) all applicable State and Regional Board plans and policies and other pertinent water quality policies and regulations. Those of other agencies are referenced in appropriate sections throughout the Basin Plan.[5]

The Basin Plan is a resource for the LARWQCB and others who use water and/or discharge wastewater in the Los Angeles Region. Other agencies and organizations involved in environmental permitting and resource management activities also use the Basin Plan. Finally, the Basin Plan provides valuable information to the public about local water quality issues.

NPDES Permit Program

The NPDES Permit Program was first established under authority of the CWA to control the discharge of pollutants from any point source into the waters of the United States. As indicated above, in California, the NPDES stormwater permitting program is administered by the SWRCB through its nine RWQCBs.

The General Permit

SWRCB Order No. 2012-0006-DWQ known as "The General Permit" was adopted on July 17, 2012. This NPDES permit establishes a risk-based approach to stormwater control

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[5] Los Angeles Regional Water Quality Control Board. LARWQCB Basin Plan. <http://www.waterboards.ca.gov/losangeles/water_issues/programs/basin_plan/> accessed August 29, 2022.

requirements for construction projects by identifying three project risk levels. The main objectives of the General Permit are to:

1. Reduce erosion
2. Minimize or eliminate sediment in stormwater discharges
3. Prevent materials used at a construction site from contacting stormwater
4. Implement a sampling and analysis program
5. Eliminate unauthorized non-stormwater discharges from construction sites
6. Implement appropriate measures to reduce potential impacts on waterways both during and after construction of projects
7. Establish maintenance commitments on post-construction pollution control measures

California mandates requirements for all construction activities disturbing more than one acre of land to develop and implement Stormwater Pollution Prevention Plans (SWPPP). The SWPPP documents the selection and implementation of Best Management Practices (BMPs) for a specific construction project, charging owners with stormwater quality management responsibilities. A construction site subject to the General Permit must prepare and implement a SWPPP that meets the requirements of the General Permit.[6], [7]

Los Angeles County Municipal Storm Water System (MS4) Permit

As described above, USEPA regulations require that MS4 permittees implement a program to monitor and control pollutants being discharged to the municipal system from both industrial and commercial projects that contribute a substantial pollutant load to the MS4.

On July 31, 2021, the LARWQCB adopted Order No. R4-2021-0105 under the CWA and the Porter-Cologne Act, which became effective September 11, 2021. This Order is the NPDES permit or MS4 permit for municipal stormwater and urban runoff discharges within Los Angeles County. The requirements of this Order (the Permit) cover 85 cities and most of the unincorporated areas of Los Angeles County as well as 10 cities and unincorporated areas of Ventura County. Under the Permit, the Los Angeles County Flood Control District (LACFCD) is designated as the Principal Permittee. The other permittees are the 85 Los Angeles County cities (including the City of Los Angeles) and Los Angeles County as well as the Ventura County Watershed Protection District, the 10 Ventura County cities, and Ventura County. Collectively, these are the "Co-Permittees". The

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[6] State Water Resources Control Board. State Water Resources Control Board. July 2012, http://www.swrcb.ca.gov/water_issues/programs/npdes/. Accessed August 29, 2022.

[7] USEPA. U.S. Environmental Protection Agency - NPDES. July 2012, https://www.epa.gov/npdes.

Principal Permittee helps to facilitate activities necessary to comply with the requirements outlined in the Permit but is not responsible for ensuring compliance of any of the Co-Permittees.

Stormwater Quality Management Program (SQMP)

In compliance with the Permit, the Co-Permittees are required to implement a stormwater quality management program (SQMP) with the goal of accomplishing the requirements of the Permit and reducing the amount of pollutants in stormwater runoff. The SWMP requires the County of Los Angeles and the 84 incorporated cities to:

- Implement a public information and participation program to conduct outreach on storm water pollution;
- Control discharges at commercial/industrial facilities through tracking, inspecting, and ensuring compliance at facilities that are critical sources of pollutants;
- Implement a development planning program for specified development projects;
- Implement a program to control construction runoff from construction activity at all construction sites within the relevant jurisdictions;
- Implement a public agency activities program to minimize storm water pollution impacts from public agency activities; and
- Implement a program to document, track, and report illicit connections and discharges to the storm drain system.

The Permit contains the following provisions for implementation of the SQMP by the Co-Permittees:

1. General Requirements:
    - Each permittee is required to implement the SQMP in order to comply with applicable stormwater program requirements.
    - The SQMP shall be implemented and each permittee shall implement additional controls so that discharge of pollutants is reduced.
2. Best Management Practice Implementation:
    - Permittees are required to implement the most effective combination of BMPs for stormwater/urban runoff pollution control. This should result in the reduction of storm water runoff.
3. Revision of the SQMP:

- Permittees are required to revise the SQMP in order to comply with requirements of the RWQCB while complying with regional watershed requirements and/or waste load allocations for implementation of Total Maximum Daily Loads (TMDLs) for impaired waterbodies.

4. Designation and Responsibilities of the Principal Permittee:

   The Los Angeles County Flood Control District is designated as the Principal Permittee who is responsible for:

   - Coordinating activities that comply with requirements outlined in the NPDES Permit;

   - Coordinating activities among Permittees;

   - Providing personnel and fiscal resources for necessary updates to the SQMP;

   - Providing technical support for committees required to implement the SQMP; and

   - Implementing the Countywide Monitoring Program required under this Order and assessing the results of the monitoring program.

5. Responsibilities of Co-Permittees:

   Each Co-Permittee is required to comply with the requirements of the SQMP as applicable to the discharges within its geographical boundaries. These requirements include:

   - Coordinating among internal departments to facilitate the implementation of the SQMP requirements in an efficient way;

   - Participating in coordination with other internal agencies as necessary to successfully implement the requirements of the SQMP; and

   - Preparing an annual Budget Summary of expenditures for the storm water management program by providing an estimated breakdown of expenditures for different areas of concern, including budget projections for the following year.

6. Watershed Management Committees (WMCs):

   - Each WMC shall be comprised of a voting representative from each Permittee in the Watershed Management Area (WMA).

   - Each WMC is required to facilitate exchange of information between co-permittees, establish goals and deadlines for WMAs, prioritize pollution control measures, develop and update adequate information, and recommend appropriate revisions to the SQMP.

7. Legal Authority:

    - Co-Permittees are granted the legal authority to prohibit non-storm water discharges to the storm drain system including discharge to the MS4 from various development types.

City of Los Angeles Water Quality Compliance Master Plan for Urban Runoff

On March 2, 2007, a motion was introduced by the City of Los Angeles City Council to develop a water quality master plan with strategic directions for planning, budgeting and funding to reduce pollution from urban runoff in the City of Los Angeles (City Council Motion 07-0663). The Water Quality Compliance Master Plan for Urban Runoff (Master Plan) was developed by the Bureau of Sanitation, Watershed Protection Division in collaboration with stakeholders to address the requirements of this Council Motion. The primary goal of the Master Plan is to help meet water quality regulations. Implementation of the Master Plan is intended over the next 20 to 30 years to result in cleaner neighborhoods, rivers, lakes and bays, augmented local water supply, reduced flood risk, more open space, and beaches that are safe for swimming. The Master Plan also supports the Mayor and Council's efforts to make Los Angeles the greenest major city in the nation.

- The Water Quality Compliance Master Plan for Urban Runoff identifies and describes the various watersheds in the City, summarizes the water quality conditions of the City's waters, identifies known sources of pollutants, describes the governing regulations for water quality, describes the BMPs that are being implemented by the City, discusses existing TMDL Implementation Plans and Watershed Management Plans. Additionally, the Water Quality Compliance Master Plan for Urban Runoff provides an implementation strategy that includes the following three initiatives to achieve water quality goals:

- Water Quality Management Initiative, which describes how Water Quality Management Plans for each of the City's watershed and TMDL-specific Implementation Plans will be developed to ensure compliance with water quality regulations.

- The Citywide Collaboration Initiative, which recognizes that urban runoff management and urban (re)development are closely linked, requiring collaborations of many City agencies. This initiative requires the development of City policies, guidelines, and ordinances for green and sustainable approaches for urban runoff management.

- The Outreach Initiative, which promotes public education and community engagement with a focus on preventing urban runoff pollution.

- The Water Quality Compliance Master Plan for Urban Runoff includes a financial plan that provides a review of current sources of revenue, estimates costs for water quality compliance, and identifies new potential sources of revenue.

City of Los Angeles Stormwater Program

The City of Los Angeles supports the policies of the Construction General Permit and the Los Angeles County NPDES permit through the *Development Best Management Practices Handbook. Part A Construction Activities,* 3rd Edition, and associated ordinances were adopted in September 2004. *Part B Planning Activities*, 4th Edition was adopted in June 2011. The Handbook provides guidance for developers in complying with the requirements of the Development Planning Program regulations of the City's Stormwater Program. Compliance with the requirements of this manual is required by City of Los Angeles Ordinance No. 173,494. The handbook and ordinances also have specific minimum BMP requirements for all construction activities and require dischargers whose construction projects disturb one acre or more of soil to prepare a SWPPP and file a Notice of Intent (NOI) with the SWRCB. The NOI informs the SWRCB of a particular project and results in the issuance of a Waste Discharger Identification (WDID) number, which is needed to demonstrate compliance with the General Permit.

The City of Los Angeles implements the requirement to incorporate stormwater BMPs through the City's plan review and approval process. During the review process, project plans are reviewed for compliance with the City's General Plan, zoning ordinances, and other applicable local ordinances and codes, including storm water requirements. Plans and specifications are reviewed to ensure that the appropriate BMPs are incorporated to address storm water pollution prevention goals. The Standard Urban Stormwater Mitigation Plan (SUSMP) provisions that are applicable to new residential and commercial developments include, but are not limited to, the following:[8]

- Peak Storm Water Runoff Discharge Rate: Post-development peak storm water runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increased peak storm water discharge rate will result in increased potential for downstream erosion;

- Provide storm drain system Stenciling and Signage (only applicable if a catch basin is built on-site);

- Properly design outdoor material storage areas to provide secondary containment to prevent spills;

- Properly design trash storage areas to prevent off-site transport of trash;

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[8] City of Los Angeles Stormwater Program website, https://www.waterboards.ca.gov/losangeles/water_issues/programs/stormwater/susmp/susmp_details.shtml ; accessed August 29, 2022

- Provide proof of ongoing BMP Maintenance of any structural BMPs installed;

Design Standards for Structural or Treatment control BMPs:

- Conserve natural and landscaped areas;
- Provide planter boxes and/or landscaped areas in yard/courtyard spaces;
- Properly design trash storage areas to provide screens or walls to prevent off-site transport of trash;
- Provide proof on ongoing BMP maintenance of any structural BMPs installed;

Design Standards for Structural or Treatment Control BMPs:

- Post-construction treatment control BMPs are required to incorporate, at minimum, either a volumetric or flow-based treatment control design or both, to mitigate (infiltrate, filter or treat) storm water runoff.

In addition, project applicants subject to the SUSMP requirements must select source control and, in most cases, treatment control BMPs from the list approved by the RWQCB. The BMPs must control peak flow discharge to provide stream channel and over bank flood protection, based on flow design criteria selected by the local agency. Further, the source and treatment control BMPs must be sufficiently designed and constructed to collectively treat, infiltrate, or filter stormwater runoff from one of the following:

- The 85th percentile 24-hour runoff event determined as the maximized capture stormwater volume for the area, from the formula recommended in *Urban Runoff Quality Management, WEF Manual of Practice No. 23/ASCE Manual of Practice No. 87, (1998)*;
- The volume of annual runoff based on unit basin storage water quality volume, to achieve 80 percent or more volume treatment by the method recommended in *California Stormwater Best Management Practices Handbook—Industrial/ Commercial, (1993)*;
- The volume of runoff produced from a 0.75-inch storm event, prior to its discharge to a stormwater conveyance system; or
- The volume of runoff produced from a historical-record based reference 24-hour rainfall criterion for "treatment" (0.75-inch average for the Los Angeles County area) that achieves approximately the same reduction in pollutant loads achieved by the 85th percentile 24-hour runoff event.

Los Angeles Municipal Code

Section 64.70 of the LAMC sets forth the City's Stormwater and Urban Runoff Pollution Control Ordinance. The ordinance prohibits the discharge of the following into any storm drain system:

- Any liquids, solids, or gases which by reason of their nature or quantity are flammable, reactive, explosive, corrosive, or radioactive, or by interaction with other materials could result in fire, explosion or injury.

- Any solid or viscous materials, which could cause obstruction to the flow or operation of the storm drain system.

- Any pollutant that injures or constitutes a hazard to human, animal, plant, or fish life, or creates a public nuisance.

- Any noxious or malodorous liquid, gas, or solid in sufficient quantity, either singly or by interaction with other materials, which creates a public nuisance, hazard to life, or inhibits authorized entry of any person into the storm drain system.

- Any medical, infectious, toxic or hazardous material or waste.

Additionally, unless otherwise permitted by a NPDES permit, the ordinance prohibits industrial and commercial developments from discharging untreated wastewater or untreated runoff into the storm drain system. Furthermore, the ordinance prohibits trash or any other abandoned objects/materials from being deposited such that they could be carried into the storm drains. Lastly, the ordinance not only makes it a crime to discharge pollutants into the storm drain system and imposes fines on violators, but also gives City public officers the authority to issue citations or arrest business owners or residents who deliberately and knowingly dump or discharge hazardous chemicals or debris into the storm drain system.

Earthwork activities, including grading, are governed by the Los Angeles Building Code, which is contained in LAMC, Chapter IX, Article 1. Specifically, Section 91.7013 includes regulations pertaining to erosion control and drainage devices, and Section 91.7014 includes general construction requirements, as well as requirements regarding flood and mudflow protection.

Low Impact Development (LID)

In October 2011, the City of Los Angeles passed an ordinance (Ordinance No. 181899) amending LAMC Chapter VI, Article 4.4, Sections 64.70.01 and 64.72 to expand the applicability of the existing SUSMP requirements by imposing rainwater Low Impact Development (LID) strategies on projects that require building permits. The LID ordinance became effective on May 12, 2012.

LID is a stormwater management strategy with goals to mitigate the impacts of increased runoff and stormwater pollution as close to its source as possible. LID promotes the use of natural infiltration systems, evapotranspiration, and the reuse of stormwater. The goal of these LID practices is to remove nutrients, bacteria, and metals from stormwater while also reducing the quantity and intensity of stormwater flows. Through the use of various infiltration strategies, LID is aimed at minimizing impervious surface area. Where infiltration is not feasible, the use of bioretention, rain gardens, green roofs, and rain barrels that will store, evaporate, detain, and/or treat runoff may be used. [9]

The intent of the City of Los Angeles LID standards is to:

- Require the use of LID practices in future developments and redevelopments to encourage the beneficial use of rainwater and urban runoff;
- Reduce stormwater/urban runoff while improving water quality;
- Promote rainwater harvesting;
- Reduce offsite runoff and provide increased groundwater recharge;
- Reduce erosion and hydrologic impacts downstream; and
- Enhance the recreational and aesthetic values in our communities.

The City of Los Angeles Bureau of Sanitation, Watershed Protection Division has adopted the LID standards as issued by the LARWQCB and the City of Los Angeles Department of Public Works. The LID Ordinance conforms to the regulations outlined in the NPDES Permit and SUSMP.

2.3. GROUNDWATER

Board Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties

As required by the California Water Code, the LARWQCB has adopted the Basin Plan. Specifically, the Basin Plan designates beneficial uses for surface and ground waters, sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the State's anti-degradation policy, and describes implementation programs to protect all waters in the Los Angeles Region. In addition, the Basin Plan incorporates (by reference) all applicable State and Regional Board plans and policies and other pertinent water quality policies and regulations. Those of other agencies are referenced in appropriate sections throughout the Basin Plan.

The Basin Plan is a resource for the Regional Board and others who use water and/or discharge wastewater in the Los Angeles Region. Other agencies and organizations involved in environmental permitting and resource management activities also use the Basin Plan. Finally, the Basin Plan provides valuable information to the public about local water quality issues.

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[9] City of Los Angeles. “Development Best Management Practices Handbook.” May, 2016

Safe Drinking Water Act (SDWA)

The Federal Safe Drinking Water Act, established in 1974, sets drinking water standards throughout the country and is administered by the USEPA. The drinking water standards established in the SDWA are referred to as the National Primary Drinking Water Regulations (Primary Standards, Title 40, CFR Part 141) and the National Secondary Drinking Water Regulations (Second Standards, 40 CFR Part 143). California passed its own Safe Drinking Water Act in 1986 that authorizes the State's Department of Health Services (DHS) to protect the public from contaminants in drinking water by establishing maximum contaminants levels (MCLs), as set forth in the California Code of Regulations (CCR), Title 22, Division 4, Chapter 15, that are at least as stringent as those developed by the USEPA, as required by the federal SDWA.

California Water Plan

The California Water Plan (the Plan) provides a framework for water managers, legislators, and the public to consider options and make decisions regarding California's water future. The Plan, which is updated every five years, presents basic data and information on California's water resources including water supply evaluations and assessments of agricultural, urban, and environmental water uses to quantify the gap between water supplies and uses. The Plan also identifies and evaluates existing and proposed statewide demand management and water supply augmentation programs and projects to address the State's water needs.

The goal for the California Water Plan Update is to meet Water Code requirements, receive broad support among those participating in California's water planning, and be a useful document for the public, water planners throughout the state, legislators, and other decision-makers.

3. ENVIRONMENTAL SETTING

3.1. SURFACE WATER HYDROLOGY

3.1.1. REGIONAL

The Project Site is located within the Ballona Creek Watershed (Watershed) in the Los Angeles Basin. The Watershed encompasses an area of approximately 130 square miles extending from the Santa Monica Mountains and the Ventura-Los Angeles County line on the north, to the Harbor Freeway (110) on the east, Santa Monica to the west, and to the Baldwin Hills on the south. Ballona Creek is a 9-mile-long flood protection channel that drains the Watershed to the Pacific Ocean. The major tributary areas to Ballona Creek include Centinela Creek, Sepulveda Canyon Channel, Benedict Canyon Channel, and numerous storm drains. Refer to Figure 1 for the Ballona Creek Watershed Map.

3.1.2. LOCAL

No underground facilities currently exist on the two streets (Hollywood Boulevard and Carlton Way) along which the Project fronts. Surface runoff onto both streets flows west via curb and gutter into another curb and gutter along Gower Street. Runoff then flows south via curb and gutter along Gower Street and eventually enters side opening catch basins located at the intersection of Gower Street and Sunset Boulevard approximately 1,300 linear feet south of the intersection of Gower Street and Hollywood Boulevard near the Project Site. The catch basins immediately discharge into a 78-inch diameter storm drain main in Sunset Boulevard. The storm drain system ultimately flows to the south and west, eventually discharging into the first reach of Ballona Creek.

Ballona Creek generally flows southwest, ultimately discharging into the Pacific Ocean at the Santa Monica Bay. Ballona Creek is designed to discharge to Santa Monica Bay approximately 71,400 cubic feet per second from a 50-year frequency storm event.[10]

3.1.3. ON SITE

The Project is located on a 3.75-acre site at 6000 Hollywood Boulevard in the City of Los Angeles and consists of multiple lots associated with Assessor Parcel Numbers (APNs) 5545-005-005, 5545-005-022 and 5545-006-029. The project site is bound by Hollywood Boulevard to the north and has a limited frontage on Carlton Way to the south. The existing Project site is developed with a Toyota dealership and surface parking lots. The existing Project site is approximately 100% impervious.

Based on the existing site orientation and the location of storm drain mains, the existing site runs off as sheet flow to existing off-site curbs and gutters that channel the flow to existing catch basins that connect to the storm drain pipes. The portion of the site nearest Hollywood Boulevard sheet flows to the project frontage, but the majority of the site is collected via on-site drains and is assumed to discharge via curb drain to Carlton Way. The flows converge at the intersection of Gower Street and Carlton Way and are eventually conveyed into an existing catch basin at the Sunset Boulevard/Gower Street

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[10] Ballona Creek Watershed, http://www.ladwpw.org/wmd/watershed/bc/; accessed August 29, 2022.

intersection. See attached Figure 2 for existing on-site drainage pattern and Figure 4 for hydrology calculations.

Table 1 below shows existing volumetric flow rate generated by the 50-year storm event.

Table 1- Existing Drainage Stormwater Runoff Calculations		
Drainage Area	Area (Acres)	Q50 (cfs) (volumetric flow rate measured in cubic feet per second)
Drainage Area 1 (Hollywood Boulevard)	0.27	0.87
Drainage Area 2 (Carlton Way)	3.48	9.57
SITE TOTAL	**3.75**	**10.44**

3.2. SURFACE WATER QUALITY

3.2.1. REGIONAL

As stated above, the Project Site lies within the Ballona Creek Watershed. Constituents of concern listed for Ballona Creek under California's Clean Water Act Section 303(d) List include Indicator Bacteria, Copper, Cyanide, Lead, Toxicity, Trash, Viruses (Enteric), and Zinc. No Total Maximum Daily Load (TMDL) data have been recorded by EPA for this waterbody[11].

3.2.2. LOCAL

In general, urban stormwater runoff occurs following precipitation events, with the volume of runoff flowing into the drainage system depending on the intensity and duration of the rain event. Contaminants that may be found in stormwater from developed areas include sediments, trash, bacteria, metals, nutrients, organics and pesticides. The source of contaminants includes surface areas where precipitation falls, as well as the air through which it falls. Contaminants on surfaces such as roads, maintenance areas, parking lots, and buildings, which are usually contained in dry weather conditions, may be carried by rainfall runoff into drainage systems. The City of Los Angeles typically installs catch basins with screens to capture debris before entering the storm drain system. In addition, the City conducts routine street cleaning operations, as well as periodic cleaning and maintenance of catch basins, to reduce stormwater pollution within the City.

3.2.3. ON SITE

The current site has been developed with a dealership and surface parking, with approximately 100% of the site being impervious. As explained earlier, a portion of the site runs off to Hollywood boulevard, but the majority of the Site stormwater is assumed to discharge to Carlton Way.

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[11] Final Los Angeles Region 2016 Integrated Report; https://www.waterboards.ca.gov/water_issues/programs/tmdl/2014_16r4_ir_reports/01656.shtml; accessed July 12, 2022

It appears that the runoff water does not get treated on site before getting discharged to main storm drain facility. Please see Figure 2 for existing drainage exhibit.

3.3. GROUNDWATER HYDROLOGY

3.3.1. REGIONAL

Groundwater use for domestic water supply is a major beneficial use of groundwater basins in Los Angeles County. The City of Los Angeles overlies the Los Angeles Coastal Plain Groundwater Basin (Basin). The Basin is comprised of the Hollywood, Santa Monica, Central, and West Coast Groundwater Subbasins. Groundwater flow in the Basin is generally south-southwesterly and may be restricted by natural geological features. Replenishment of groundwater basins occurs mainly by percolation of precipitation throughout the region via permeable surfaces, spreading grounds, and groundwater migration from adjacent basins, as well as injection wells designed to pump freshwater along specific seawater barriers to prevent the intrusion of salt water. Refer to Figure 5 for the groundwater basin exhibit.

3.3.2. LOCAL

The Project Site specifically lies in the northeastern portion of the Hollywood Subbasin. The Hollywood Subbasin underlies the northeastern part of the Coastal Plain of Los Angeles Groundwater Basin. The subbasin is bounded on the north by Santa Monica Mountains and the Hollywood fault, on the east by the Elysian Hills, on the west by the Inglewood fault zone, and on the south by the La Brea High, formed by an anticline that brings impermeable rocks close to the surface.[12]

Groundwater in the Subbasin is replenished primarily by percolation of precipitation and stream flow from the higher areas to the north. Over time, urbanization has decreased the amount of pervious surfaces, limiting natural recharge through direct percolation.

3.3.3. ON-SITE

The existing site is approximately 100% impervious, consisting of buildings, as well as asphalt and concrete surface parking. Most of the site is collected via on-site drains and discharges to Carlton Way, but the portion of the site immediately fronting Hollywood Boulevard sheet flows to its curb and gutter. The impermeability of the Site suggests it is unlikely that the existing site has any significant impact to ground water. Refer to Figure 2 for the existing on-site drainage pattern.

Based on a review of the "Seismic Hazard Zone Report for the Hollywood 7.5-Minute Quadrangle, Los Angeles County, California" (CDMG, 1998) by Langan Engineering and Environmental Services, the historically highest groundwater level in the area is mapped at approximately 80 feet.

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[12] https://data.cnra.ca.gov/dataset/ca-gw-basin-boundary-descriptions/resource/dfc665e0-ba72-45f6-86fe-993c3834e20c

Groundwater was encountered during substructure investigation at depths of 82 and 89 feet.[13]

3.4. GROUNDWATER QUALITY

3.4.1. REGIONAL

As stated above, the City of Los Angeles overlies the Los Angeles Coastal Plain Groundwater Basin, which falls under the jurisdiction of the Los Angeles Regional Water Quality Control Board (LARWQCB). According to LARWQCB's Basin Plan, objectives applying to all ground waters of the region include bacteria, chemical constituents and radioactivity, mineral quality, nitrogen (nitrate, nitrite), and taste and odor.[14]

3.4.2. LOCAL

As stated above, the Project Site specifically lies within the Hollywood Subbasin. Based upon LARWQCB's Basin Plan, constituents of concern listed for the Hollywood Subbasin include boron, chloride, sulfate, and Total Dissolved Solids (TDS).

3.4.3. ON-SITE

The existing Project Site is improved with multiple structures and surface paving. Given the impermeability of the site and the proximity of existing groundwater, it is unlikely that the Site contributes significantly to groundwater recharge. Therefore, the existing Project Site does not significantly contribute to groundwater pollution or otherwise significantly adversely impact groundwater quality.

4. SIGNIFICANCE THRESHOLDS

4.1. SURFACE WATER HYDROLOGY

Appendix G of the State of California's CEQA Guidelines provides a set of sample questions that address impacts with regard to surface water hydrology. These questions are as follows:

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:
    - Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

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[13] Langan Engineering & Environmental Services Report: Preliminary Geotechnical Report for Hollywood Toyota Site, May 17, 2022.

[14] Los Angeles Regional Water Quality Control Board, Basin Plan, April 2013, http://www.waterboards.ca.gov/losangeles/water_issues/programs/basin_plan/electronics_documents/Final%20Chapter%203%20Text.pdf accessed July 12, 2022.

    - Result in substantial erosion or siltation on- or off-site;
    - 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
    - Impede or redirect flood flows;
- In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation;
- Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

In the context of these questions from Appendix G of the CEQA Guidelines, the City of Los Angeles CEQA Thresholds Guide (*L.A. CEQA Thresholds Guide*) states that a project would normally have a significant impact on surface water hydrology if it would:

- Cause flooding during the projected 50-year developed storm event, which would have the potential to harm people or damage property or sensitive biological resources;
- Substantially reduce or increase the amount of surface water in a water body; or
- Result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow.

4.2. SURFACE WATER QUALITY

Appendix G of the CEQA Guidelines provides a set of sample questions that address impacts with regard to surface water quality. These questions are as follows:

Would the project:

- Violate any water quality standard or waste discharge requirements or otherwise substantially degrade surface or groundwater quality;
- 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:
    - Result in substantial erosion or siltation on- or off-site;
    - Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

    - 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;
    - Impede or redirect flood flows;
- In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation;
- Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan;

In the context of the above questions from Appendix G, the *L.A. CEQA Thresholds Guide* states that a project would normally have a significant impact on surface water quality if it would result in discharges that would create pollution, contamination or nuisance, as defined in Section 13050 of the CWC or that cause regulatory standards to be violated, as defined in the applicable NPDES stormwater permit or Water Quality Control Plan for the receiving water body.

The CWC includes the following definitions:

- "Pollution" means an alteration of the quality of the waters of the state to a degree which unreasonably affects either of the following: 1) the waters for beneficial uses or 2) facilities which serve these beneficial uses. "Pollution" may include "Contamination".
- "Contamination" means an impairment of the quality of the waters of the state by waste to a degree, which creates a hazard to the public health through poisoning or though the spread of disease. "Contamination" includes any equivalent effect resulting from the disposal of waste, whether or not waters of the state are affected.
- "Nuisance" means anything which meets all of the following requirements: 1) is injurious to health, or is indecent or offensive to the senses, or an obstruction to the free use of property, so as to interfere with the comfortable enjoyment of life or property; 2) affects at the same time an entire community or neighborhood, or any considerable number of persons, although the extent of the annoyance or damage inflicted upon individuals may be unequal; and 3) occurs during, or as a result of, the treatment or disposal of wastes.[15]

4.3. GROUNDWATER HYDROLOGY

Appendix G of the CEQA Guidelines provides a sample question that addresses impacts with regard to groundwater. This question is as follows:

Would the project:

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[15] City of Los Angeles.LA. CEQA Thresholds Guide. 2006 https://planning.lacity.org/eir/CrossroadsHwd/deir/files/references/A07.pdf

- Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin;

- Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

In the context of the above question from Appendix G, the *L.A. CEQA Thresholds Guide* states that a project would normally have a significant impact on groundwater if it would:

- Change potable water levels sufficiently to:

    - Reduce the ability of a water utility to use the groundwater basin for public water supplies, conjunctive use purposes, storage of imported water, summer/winter peaking, or to respond to emergencies and drought;

    - Reduce yields of adjacent wells or well fields (public or private); or

    - Adversely change the rate or direction of flow of groundwater; or

- Result in demonstrable and sustained reduction of groundwater recharge capacity.

4.4. GROUNDWATER QUALITY

Appendix G of the CEQA Guidelines provides a set of sample questions that address impacts with regard to groundwater quality. These questions are as follows:

Would the project:

- Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality;

- Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan;

In the context of the above questions from Appendix G pertaining to groundwater quality, the *L.A. CEQA Thresholds Guide* states that a project would normally have a significant impact on groundwater quality if it would:

- Affect the rate or change the direction of movement of existing contaminants;
- Expand the area affected by contaminants;
- Result in an increased level of groundwater contamination (including that from direct percolation, injection or salt water intrusion); or
- Cause regulatory water quality standards at an existing production well to be violated, as defined in the California Code of Regulations (CCR), Title 22, Division 4, and Chapter 15 and in the Safe Drinking Water Act.

5. METHODOLOGY

5.1. SURFACE WATER HYDROLOGY

The Project Site is located within the City of Los Angeles, and drainage collection, treatment and conveyance are regulated by the City. Per the City's Special Order No. 007-1299, December 3, 1999, the City has adopted the Los Angeles County Department of Public Works (LACDPW) Hydrology Manual as its basis of design for storm drainage facilities. The LACDPW Hydrology Manual requires projects to have drainage facilities that meet the Urban Flood level of protection. The Urban Flood is runoff from a 25-year frequency design storm falling on a saturated watershed. A 25-year frequency design storm has a probability of 1/25 of being equaled or exceeded in any year. The *L.A. CEQA Thresholds Guide*, however, establishes the 50-year frequency design storm event as the threshold to analyze potential impacts on surface water hydrology as a result of development. To provide a more conservative analysis, this report analyzes the larger storm event threshold, i.e., the 50-year frequency design storm event.

The Modified Rational Method was used to calculate storm water runoff. The "peak" (maximum value) runoff for a drainage area is calculated using the formula, **Q = CIA**

Where,

Q = Volumetric flow rate (cfs)
C = Runoff coefficient (dimensionless)
I = Rainfall Intensity at a given point in time (in/hr)
A = Basin area (acres)

The Modified Rational Method assumes that a steady, uniform rainfall rate will produce maximum runoff when all parts of the basin area are contributing to outflow. This occurs when the storm event lasts longer than the time of concentration. The time of concentration (Tc) is the time it takes for rain in the most hydrologically remote part of the basin area to reach the outlet.

The method assumes that the runoff coefficient (C) remains constant during a storm. The runoff coefficient is a function of both the soil characteristics and the percentage of impervious surfaces in the drainage area.

LACDPW has developed a time of concentration calculator, Hydrocalc, to automate time of concentration calculations as well as the peak runoff rates and volumes using the Modified Rational Method design criteria as outlined in the Hydrology Manual. The data input requirements include: sub-area size, soil type, land use, flow path length, flow path slope and rainfall isohyet. The Hydrocalc Calculator was used to calculate the storm water peak runoff flow rate for the Project conditions by evaluating an individual sub-area independent of all adjacent subareas. See Figure 4 for the Hydrocalc Calculator results and Figure 7 for the Isohyet Map.

5.2. SURFACE WATER QUALITY

5.2.1. CONSTRUCTION

Construction BMPs will be designed and maintained as part of the implementation of the SWPPP in compliance with the Construction General Permit. The SWPPP shall begin when construction commences, before any site clearing and grubbing or demolition activity. During construction, the SWPPP will be referred to regularly and amended as changes occur throughout the construction process. The Notice of Intent (NOI), Amendments to the SWPPP, Annual Reports, Rain Event Action Plans (REAPs), and Non-Compliance Reporting will be posted to the State's SMARTS website in compliance with the requirements of the Construction General Permit.

5.2.2. OPERATION

The Project will meet the requirements of the City's LID standards.[16] Under section 3.1.3. of the LID Manual, post-construction stormwater runoff from a new development must be infiltrated, evapotranspirated, captured and used, and/or treated through high efficiency BMPs onsite for at least the volume of water produced by the greater of the 85th percentile storm or the 0.75 inch storm event. The LID Manual prioritized the selection of BMPs used to comply with stormwater mitigation requirement. The order of priority is:

1. Infiltration Systems
2. Stormwater Capture and Use
3. High Efficient Biofiltration/Bioretention Systems
4. Combination of Any of the Above

According to the City's LID Handbook, the mitigated volume generated from the greater of the 85th percentile storm and the 0.75-inch storm event at a minimum:

Vdesign (gallons) = (85th percentile or 0.75 inch * 7.48 gallons/cubic foot) * Catchment Area (sq. ft.)

Where:

Catchment Area = (Impervious Area x 0.9) + [(Pervious Area + Undeveloped Area) x 0.1]

For catchment areas given in acres, multiply the above equation by 43,560 sq. ft./acre.

Based on the size of the Project Site, the LID system would be required to mitigate up to 93,000 gallons of runoff generated by the design storm event. See Figure 6 for LID calculations. This calculation assumes 100% imperviousness; it is understood that the required mitigation volume will be reduced based on the implementation of landscaping and other features which will reduce the effective imperviousness of the Site.

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[16] The Development Best Management Practices Handbook, Part B Planning Activities, 5th edition was adopted by the City of Los Angeles, Board of Public Works on May 9, 2016.

Feasibility screening delineated in the LID manual is applied to determine which BMP will best suit the Project. Specifically, LID guidelines require that infiltration systems maintain at least 10 feet of clearance to the groundwater, property line, and any building structure. Per the Project Geotechnical Report, groundwater was encountered during substructure investigation at a minimum depth of 82 feet below ground surface.

Based on prior development experience in Hollywood, it is assumed that the soils are not conducive to infiltration.

If infiltration is deemed infeasible, stormwater capture and use will likely be required. Approximately 17,200 square feet of landscaping (based on an average Plant Factor of 0.4) would be required to justify the feasibility of a stormwater Capture and Use system per LID guidelines. If capture and use is later determined to not be feasible, the Project would then be required to implement High Efficiency Biofiltration/Bioretention Systems.

5.3. GROUNDWATER

The significance of this Project as it relates to the level of the underlying groundwater table of the Hollywood Groundwater Subbasin included a review of the following considerations:

Analysis and Description of the Project's Existing Condition

- Identification of the Hollywood Subbasin as the underlying groundwater basin, and description of the level, quality, direction of flow, and existing uses for the water;

- Description of the location, existing uses, production capacity, quality, and other pertinent data for spreading grounds and potable water wells in the vicinity (usually within a one-mile radius), and;

- Area and degree of permeability of soils on the Project Site, and;

Analysis of the Proposed Project Impact on Groundwater Level

- Description of the rate, duration, location and quantity of extraction, dewatering, spreading, injection, or other activities;

- The projected reduction in groundwater resources and any existing wells in the vicinity (usually within a one-mile radius); and

- The projected change in local or regional groundwater flow patterns.

In addition, this report discusses the impact of both existing and proposed activities at the Project Site on the groundwater quality of the underlying Hollywood Subbasin.

Short-term groundwater quality impacts could potentially occur during construction of the Project as a result of soil or shallow groundwater being exposed to construction materials, wastes, and spilled materials. These potential impacts are qualitatively assessed.

6. PROJECT IMPACT ANALYSIS

6.1. CONSTRUCTION

6.1.1. SURFACE WATER HYDROLOGY

Construction activities for the Project include demolition of the existing buildings, site clearing and excavating a maximum of approximately 30-40 feet below the existing grade to construct the subterranean parking level.

It is anticipated that approximately 210,000 cubic yards of soil would need to be exported as a result of the Project. These activities will temporarily expose the underlying soils and may make the Project Site temporarily more permeable. Also, 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 the construction site would be greater than one acre, the Project would be required to obtain coverage under the NPDES General Construction stormwater permit. In accordance with the requirements of this permit, the Project would implement a SWPPP that specifies BMPs and erosion control measures to be used during construction to manage runoff flows and prevent pollution. BMPs would be designed to reduce runoff and pollutant levels in runoff during construction. The NPDES and SWPPP measures are designed to (and would in fact) 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. Construction activities are temporary and flow directions and runoff volumes during construction will be controlled.

In addition, the Project would be required to comply with all applicable 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, implementation of BMPs, and compliance with applicable City grading regulations, the Project would not substantially alter the Project Site drainage patterns in a manner that would result in substantial erosion, siltation, or flooding on- or off-site. Similarly, adherence to standard compliance measurements in construction activities would ensure that construction of the Project would not cause the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. As construction activities would be limited to the Project Site, such activities would not conflict with implementation of a water quality control plan. Therefore, construction-related impacts to surface water hydrology would be less than significant.

6.1.2. SURFACE WATER QUALITY

Construction activities such as earth moving, maintenance of construction equipment, handling of construction materials, and dewatering, can contribute to pollutant loading in stormwater runoff.

As discussed further in Section 6.1.3 below, the Project is not expected to require dewatering during construction. Dewatering operations are practices that discharge non-stormwater, such as groundwater, that must be removed from a work location to proceed with construction into the drainage system. Discharges from dewatering operations can contain high levels of fine sediments, which if not properly treated, could lead to exceedance of the NPDES requirements. If groundwater is encountered during construction, temporary pumps and filtration would be utilized in compliance with the NPDES permit. The temporary system would comply with all relevant NPDES requirements related to construction and discharges from dewatering operations.

With implementation of the SWPPP, site-specific BMPs would reduce or eliminate the discharge of potential pollutants from stormwater runoff. In addition, the Project Applicant would be required to comply with City grading permit regulations and inspections to reduce sedimentation and erosion. Construction of the Project would not result in discharge that would cause: (1) pollution which would alter the quality of the water of the State (i.e., Ballona Creek to a degree which unreasonably affects beneficial uses of the waters; (2) contamination of the quality of the water of the State by waste to a degree which creates a hazard to the public health through poisoning or through the spread of diseases; or (3) nuisance that would be injurious to health; affect an entire community or neighborhood, or any considerable number of persons; and occurs during or as a result of the treatment or disposal of wastes. Furthermore, construction of the Project would not result in discharges that would cause regulatory standards to be violated in the Ballona Creek Watershed. The Project would also not provide substantial additional sources of polluted runoff, nor would it conflict with the implementation of a water quality control plan. In addition, implementation of the SWPPP would ensure that construction activities would not result in substantial erosion or siltation on- or off-site, or risk release of other pollutants due to inundation. Therefore, temporary construction-related impacts on surface water quality would be less than significant.

6.1.3. SURFACE WATER HYDROLOGY

As stated above, construction activities for the Project would include excavating down approximately 30-40 feet for subterranean parking, building up the structure, and hardscape and landscape around the structure. As described in the Preliminary Geotechnical Investigation Report[17] prepared for the Project Site, groundwater was encountered at depths of 82 and 89 feet below ground surface. The historic high groundwater elevation is 80 feet below ground surface. The Project's proposed excavation is not anticipated to be deeper than the historic high groundwater elevation; therefore, temporary dewatering is not expected during construction. If groundwater is encountered during construction, temporary pumps and filtration would be utilized in compliance with all applicable regulations and requirements, including with all relevant NPDES requirements related to

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[17] Langan Engineering & Environmental Services Report: Preliminary Geotechnical Report for Hollywood Toyota Site, May 17, 2022.

construction and discharges from dewatering operations. Therefore, the Project would not substantially deplete groundwater supplies in a manner that would result in a net deficit in aquifer volume or lowering of the local groundwater table and impacts related to groundwater hydrology would be less than significant.

6.1.4. GROUNDWATER QUALITY

As discussed above, the Project would include excavations to a maximum depth of approximately 30-40 feet below ground surface. The Project would also result in a net export of approximately 210,000 cubic yards of existing soil material. Although not anticipated at the Project Site, any contaminated soils found would be captured within that volume of excavated material, removed from the Project Site, and remediated at an approved disposal facility in accordance with regulatory requirements.

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, in some cases, disposal. The management of any resultant hazardous wastes could increase 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, would reduce the potential for the construction of the Project to release contaminants into groundwater that could affect existing contaminants, expand the area or increase the level of groundwater contamination, or cause a violation of regulatory water quality standards at an existing production well. In addition, as there are no groundwater production wells or public water supply wells within one mile of the Project Site, construction activities would not be anticipated to affect existing wells. Therefore, the Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade groundwater quality. As construction activities are not expected to encounter existing groundwater supplies, it would not conflict with the implementation of a sustainable groundwater management plan. Therefore, impacts on groundwater quality would be less than significant.

6.2. OPERATION

6.2.1. SURFACE WATER HYDROLOGY

The project site is expected to maintain the overall percentage of impervious area from the current condition of the project site. Though the Project is anticipated to have landscaping on the ground level and incorporate planters in amenity spaces, technically most of the site is supported by structure below which prohibits stormwater from percolating into the ground. The portion of the site off Carlton Way is planned to be on-grade but is conservatively assumed to be fully impervious as well. As such, the Project condition at full buildout has been analyzed as being 100% impervious. Based on a comparison of the existing and proposed developments, it is anticipated that the intensity of stormwater runoff will slightly decrease. Additionally, as discussed below, the implementation of LID BMPs will further contribute to the reduction of runoff and will therefore reduce the Project's potential impact.

Table 2 below shows the proposed peak flow rates stormwater runoff calculations for the 50-year frequency design storm event. Table 3 compares the results in Table 2 to the existing conditions shown in Table 1.

Table 2- Proposed Drainage Stormwater Runoff Calculations		
Drainage Area	Area (Acres)	Q50 (cfs) (Volumetric flow rate measured in cubic feet per second)
Drainage Area 1 (Hollywood Boulevard)	3.75	9.69

Table 3- Existing and Proposed Conditions Comparison					
Drainage Area	Area (Acres)		Q50 (cfs) (Volumetric flow rate measured in cubic feet per second)		
	Existing	Proposed	Existing	Proposed	Delta
DA-1 (Hollywood)	0.27	3.75	0.87	9.69	+1013%
DA-2 (Carlton)	3.48	0	9.57	0	-100%
SITE TOTAL	**3.75**	**3.75**	**10.44**	**9.69**	**-7.2%**

In the existing condition, stormwater runoff both sheet flows to curb and gutter in Hollywood Boulevard, and is captured by on-site drains and discharges via curb drains to Carlton Way. The post-Project condition will manage stormwater flow locally into drains, which will discharge through the curb face at concentrated points. Therefore, it is highly unlikely the project would 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.

The Project has currently analyzed one potential drainage option of discharging the entire runoff flow to Hollywood Boulevard. Although the peak flow rate for Drainage Area 1 to Hollywood Boulevard significantly increases, the runoff for Drainage Area 2 to Carlton Way is eliminated, and the Project has a cumulative decrease in runoff flow. Both streets eventually discharge to the same location: the curb inlet catch basin at the intersection of Sunset Boulevard and Gower Street, and eventually the 78-inch diameter storm drain main in Sunset Boulevard. Therefore, the Project will ultimately decrease the overall runoff flow rate from the Site, independent of how the on-site drainage areas are divided.

The LID requirements for the Project Site would outline the stormwater treatment post-construction BMPs required to control pollutants associated with storm events up to the 85th percentile storm event, per the City's Stormwater Program. The Project BMPs will mitigate the stormwater runoff quality and quantity.

As the anticipated project represents primarily a minor redistribution of stormwater discharge – and one which will be further controlled with the installation of LID BMPs, impacts related to stormwater infrastructure would be less than significant.

6.2.2. SURFACE WATER QUALITY

The Project Site will not increase concentrations of the items listed as constituents of concern for the Ballona Creek Watershed.

Under section 3.1.3. of the LID Manual, post-construction stormwater runoff from new projects must be infiltrated, evapotranspirated, captured and used, and/or treated through high efficiency BMPs onsite for the volume of water produced by the 85th percentile storm event. Due to incorporation of the required LID BMPs, operation of the Project would not result in discharges that would cause: (1) pollution which would alter the quality of the waters of the State (i.e., Ballona Creek) to a degree which unreasonably affects beneficial uses of the waters; (2) contamination of the quality of the waters of the State by waste to a degree which creates a hazard to the public health through poisoning or through the spread of diseases; or (3) nuisance that would be injurious to health; affect an entire community or neighborhood, or any considerable number of persons; and occurs during or as a result of the treatment or disposal of wastes.

As is typical of most urban 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 include sediment, nutrients, pesticides, metals, pathogens, and oil and grease. The pollutants listed above would be mitigated through the implementation of approved LID BMPs.

Furthermore, operation of the Project would not result in discharges that would cause regulatory standards to be violated. The existing Project Site is approximately 100 percent impervious. As stated above, it appears the existing site discharges without any means of treatment. Though the Project will maintain the percentage of impervious surface, a portion of the Project Site will be allocated for stormwater BMPs specifically intended to control and treat stormwater runoff in compliance with LID requirements. The LID BMPs would mitigate at minimum the first flush or the equivalent of the greater between the 85th percentile storm and first 0.75-inch of rainfall for any storm event. The installed BMP systems will be designed with an internal bypass or overflow system to prevent upstream flooding due to large storm events.

Due to the incorporation of the required LID BMPs, operation of the Project would not result in discharge that would cause: (1) pollution which would alter the quality of the water of the State (i.e., Ballona Creek) to a degree which unreasonably affects beneficial uses of the waters; (2) contamination of the quality of the water of the State by waste to a degree which creates a hazard to the public health through poisoning or through the spread of diseases; or (3) nuisance that would be injurious to health; affect an entire community or neighborhood, or any considerable number of persons; and occurs during or as a result of the treatment or disposal of wastes. Furthermore, operation of the Project would not result in discharges that would cause regulatory standards to be violated in the Ballona Creek Watershed. As such, the Project would not interfere with the implementation of a water quality control plan. Therefore, potential operational impacts related to surface water quality will be less than significant.

6.2.3. GROUNDWATER HYDROLOGY

The Project will develop hardscape and structures that cover approximately 100% of the Project Site with impervious surfaces. Implementation of the Project would require incorporation of LID BMPs to treat the "first flush" rain event and as such would be required to utilize infiltration methods if the site conditions dictate feasibility. As infiltration is the highest priority treatment method, it is generally understood that this method would be utilized unless restricted by code requirements (including, but not limited to those limiting the implementation of such on steep hillsides) or create risk to a project (including, but not limited to projects in areas with high groundwater tables or subject to liquefaction). Excess stormwater, which bypasses the BMP systems, would discharge to an approved discharge point in the public right-of-way and not result in infiltration of a large amount of rainfall that would affect groundwater hydrology, including the direction of groundwater flow. Moreover, based on previous project experience in Hollywood, the likelihood of meeting the requirements to implement an infiltration system is low. As such, the Project's potential impact on groundwater is less than significant.

As discussed above, the Project would include excavations to a maximum depth of approximately 30-40 feet below ground surface. The Project would also result in a net export of existing soil material. Although not anticipated at the Project Site, any contaminated soils found would be captured within that volume of excavated material, removed from the Project Site, and remediated at an approved disposal facility in accordance with regulatory requirements. It is not expected that groundwater would be encountered during construction that would require temporary or permanent dewatering operations. Additionally, there are no known groundwater wells within one mile of the Project Site.

Based on the above, operation of the Project would result in a less than significant impact to groundwater hydrology.

6.2.4. GROUNDWATER QUALITY

The Project does not include the installation of water wells, or any extraction or recharge system that is in the vicinity of the coast, an area of known groundwater contamination or seawater intrusion, a municipal supply well or spreading ground facility.

Operational activities which could affect groundwater quality include hazardous material spills and leaking underground storage tanks. No underground storage tanks are known to be currently operated or will be operated by the Project. In addition, while the development of new building facilities would slightly 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 is not anticipated to result in violations of any water quality standards or waste discharge requirements or otherwise substantially degrade groundwater quality. Additionally, the Project does not involve drilling to or through a clean or contaminated aquifer. Therefore, the Project's potential impact on groundwater recharge is less than significant.

6.3. CUMULATIVE IMPACT ANALYSIS

6.3.1. SURFACE WATER HYDROLOGY

The geographic context for the cumulative impact analysis on surface water hydrology is the Ballona Creek Watershed. The Project in conjunction with forecasted growth in the Ballona Creek Watershed could cumulatively increase stormwater runoff flows. Any However, as noted above, the Project itself is not anticipated to have a significant net impact on stormwater flows. Also, in accordance with City requirements, the Project and related projects would be required to implement BMPs to manage stormwater runoff in accordance with LID guidelines. The City of Los Angeles Department of Public Works reviews projects on a case-by-case basis to ensure sufficient local and regional infrastructure is available to accommodate stormwater runoff. Implementation of LID BMPs would, at a minimum, maintain existing runoff conditions. Therefore, potential cumulative impacts associated with the Project on surface water hydrology would be less than significant.

6.3.2. SURFACE WATER QUALITY

Future growth in the Ballona Creek Watershed would be subject to NPDES requirements relating to water quality for both construction and operation. The Project Site is located in a highly urbanized area, and it is anticipated that future development projects in this highly urbanized area are not likely to cause substantial changes in regional water quality. As noted above, the Project does not have an adverse impact on water quality and would in fact improve the quality of on-site flows due to the introduction of LID BMPs which do not currently exist at the Project Site. It is likewise anticipated that related projects would also be subject to LID requirements and implementation of measures to comply with TMDLs. The Project, combined with related projects, would comply with all applicable laws, rules and regulations, so cumulative impacts to surface water quality would be less than significant.

6.3.3. GROUNDWATER HYDROLOGY

The geographic context for the cumulative impact analysis on groundwater level is the Hollywood Subbasin. The Project, in conjunction with forecasted growth in the region, could cumulatively increase groundwater demand. However, as noted above, no water supply wells, spreading grounds, or injection wells are located within a one-mile radius of the Project Site and the Project would not have an adverse impact on groundwater levels.

As such, the project is not anticipated to have a negative impact on groundwater recharge. While any calculation of the extent to which related projects would increase or decrease surface imperviousness that might affect groundwater hydrology would be speculative, the development of such projects would be subject to review and approval pursuant to all applicable regulatory requirements, including any required mitigation of potential groundwater hydrology impacts. In addition, the Project and related projects are located in a highly urbanized area so any potential reduction or increase in groundwater would be minimal in the context of the regional groundwater basin. Therefore, cumulative impacts to groundwater hydrology would be less than significant.

6.3.4. GROUNDWATER QUALITY

Future growth in the Hollywood Subbasin would be subject to LARWQCB requirements relating to groundwater quality. In addition, since the Project Site is located in a highly urbanized area, future land use changes or development are not likely to cause substantial changes in regional groundwater quality. As noted above, the Project does not have an adverse impact on groundwater quality. Also, it is anticipated that, like the Project, other future development projects would also be subject to LARWQCB requirements and implementation of measures to comply with TMDLs in addition to requirements of California Code of Regulations, Title 22, Division 4, Chapter 15 and the Safe Drinking Water Act. The Project would comply with all applicable laws, rules, and regulations, therefore cumulative impacts to groundwater quality would be less than significant.

7. LEVEL OF SIGNIFICANCE

Based on the analysis contained in this report, no significant impacts have been identified for surface water hydrology, surface water quality, groundwater hydrology or groundwater quality for this Project.

APPENDIX

FIGURE 1

Ballona Creek Watershed Map

COUNTY OF LOS ANGELES

BALLONA CREEK & OTHER URBAN WATERSHEDS

FIGURE 1 - BALLONA CREEK WATERSHED MAP

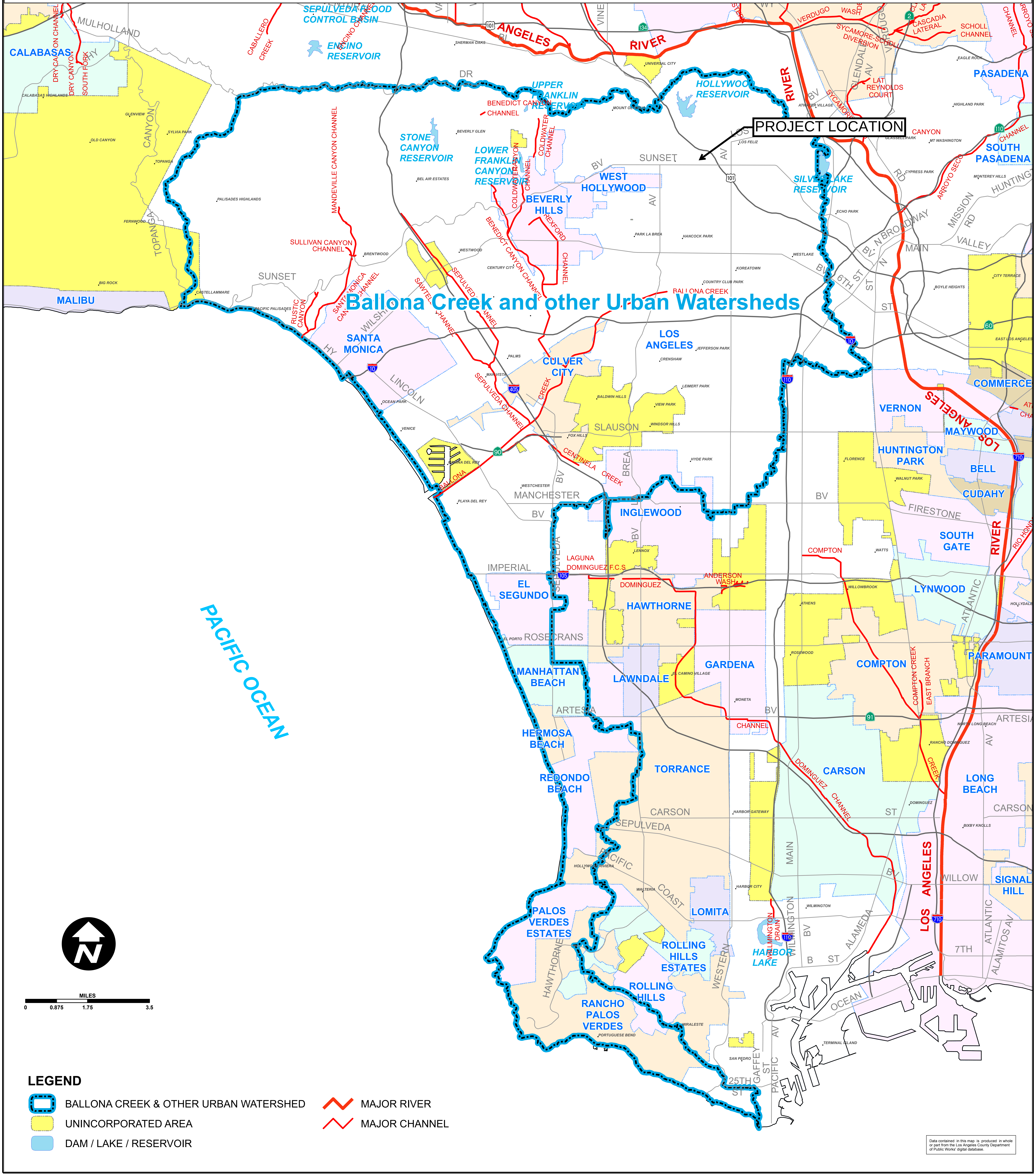


FIGURE 2

Existing Drainage Exhibit

EXISTING CONDITION DRAINAGE EXHIBIT

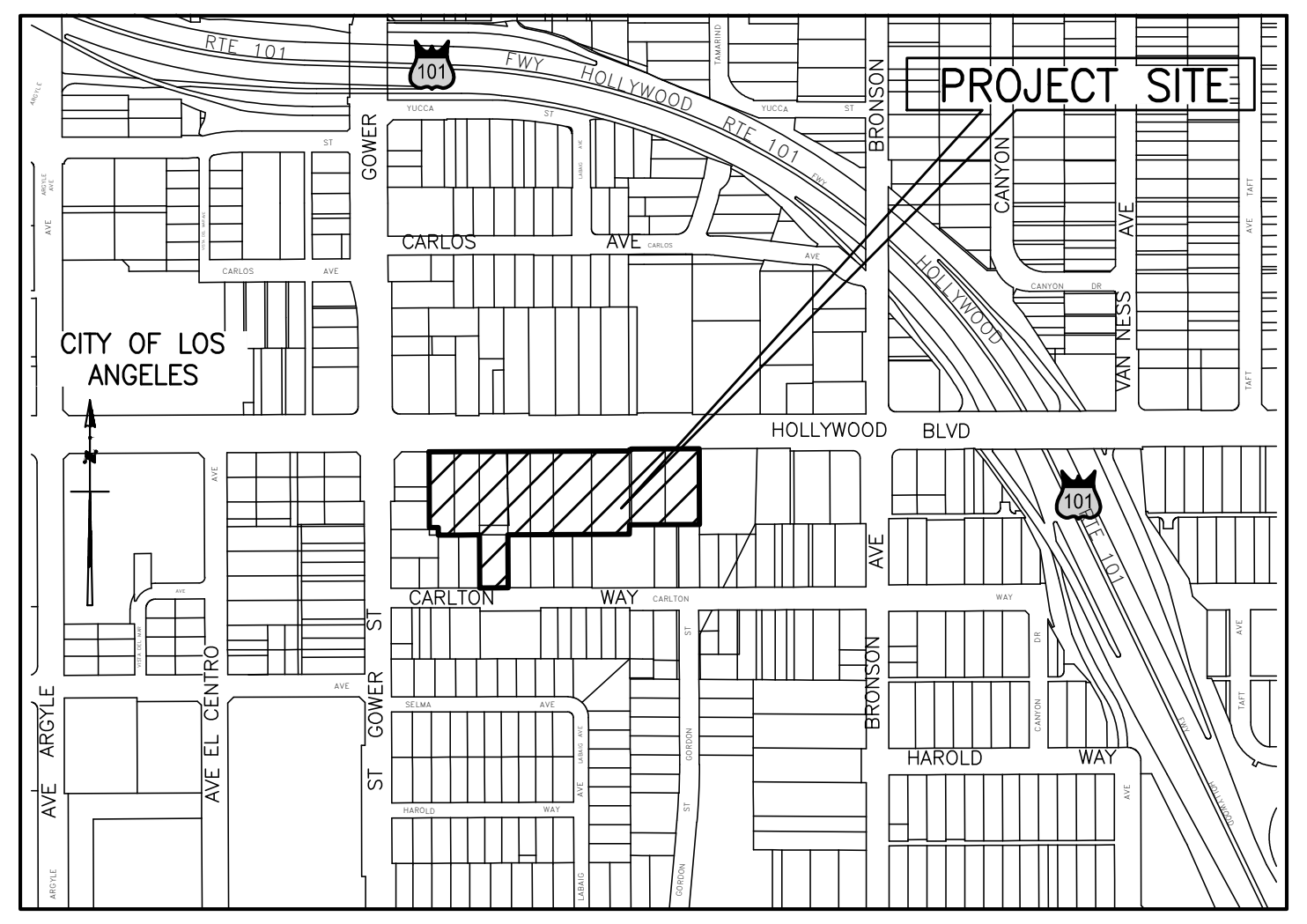
DESIGN SURVEY

Drainage Area 1 (Hollywood):
Size = 11,900 SF (0.27 ac)
Impervious = 100%
Flow Path Length = 200 ft
Flow Path Slope = 1.0%

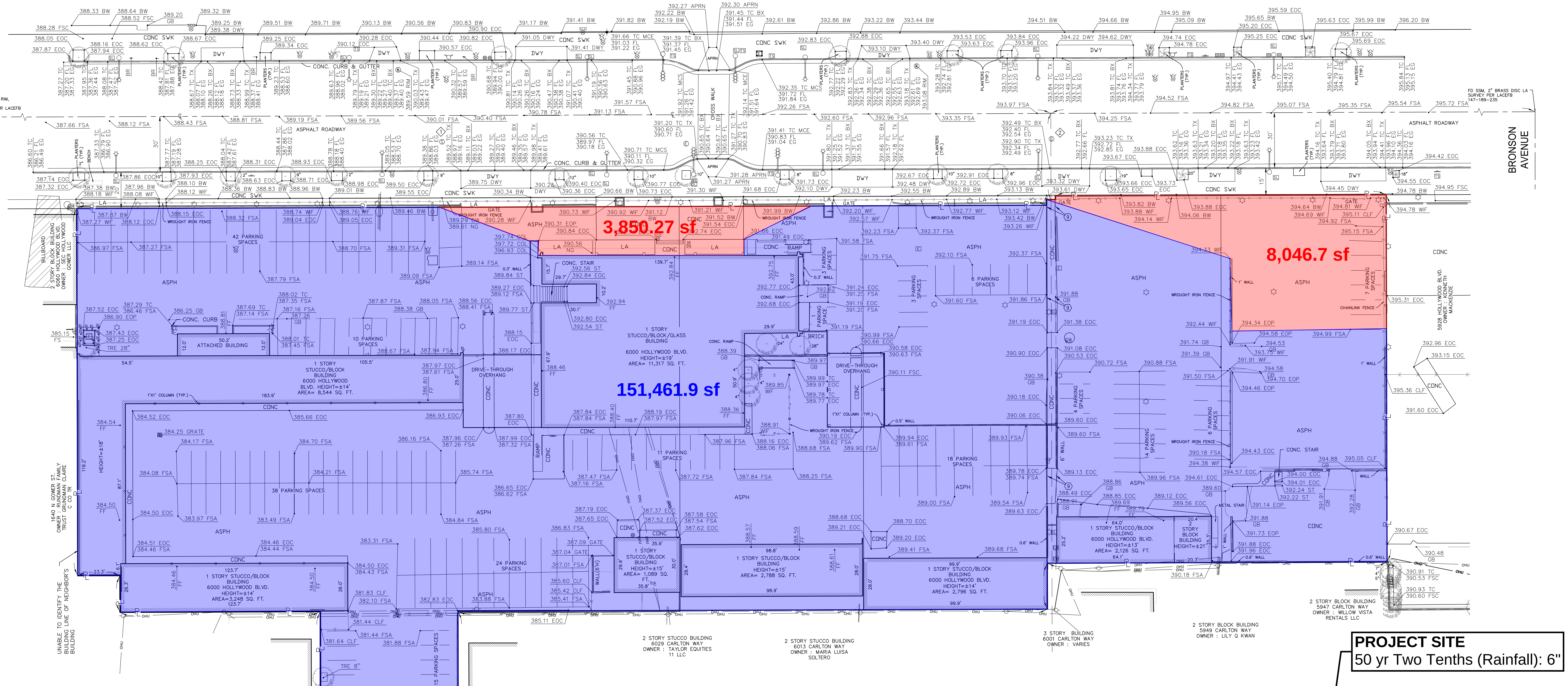
Q_{50} = 0.87 CFS

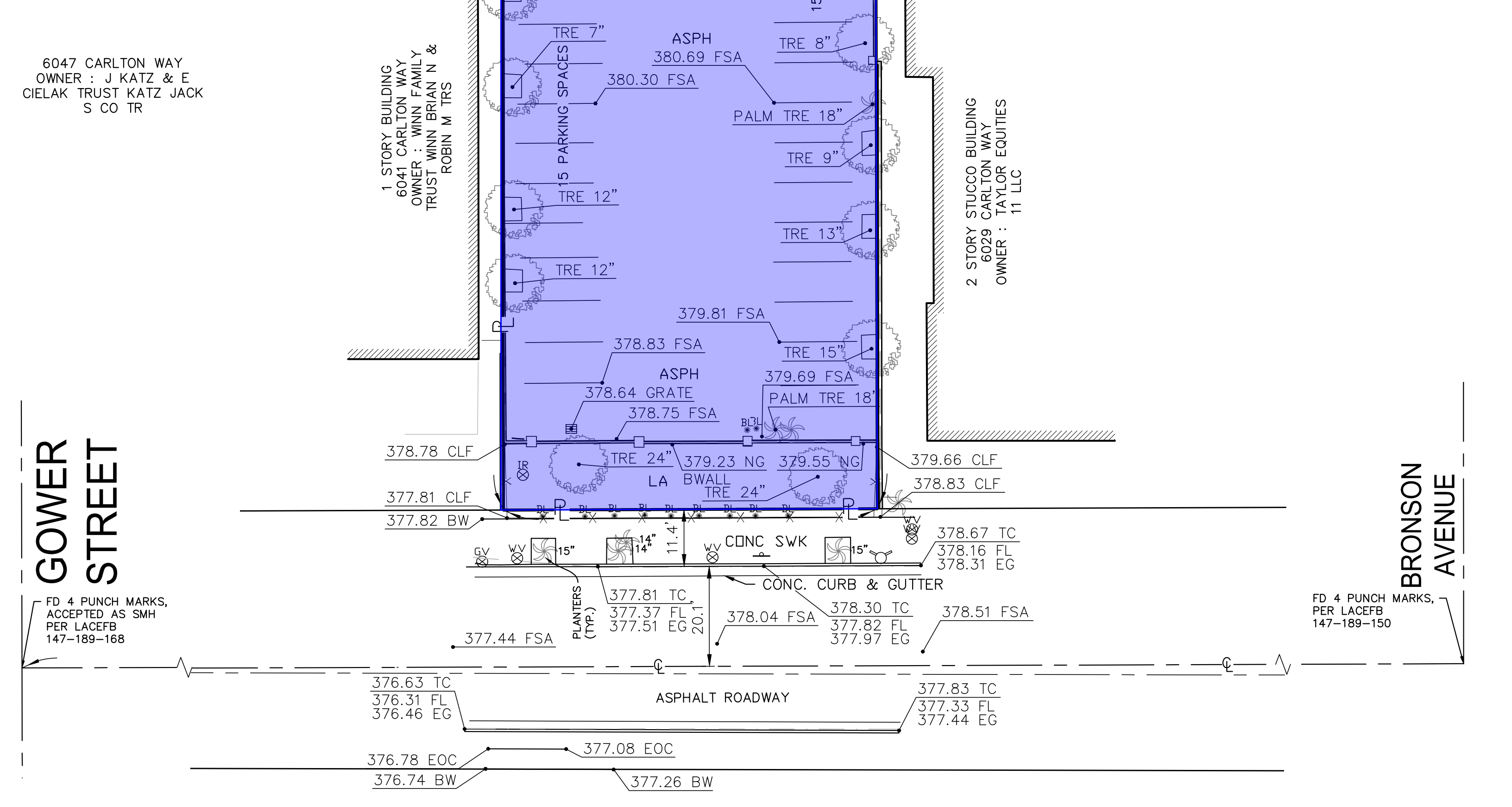
Drainage Area 2 (Carlton):
Size = 151,500 sf (3.48 ac)
Impervious = 100%
Flow Path Length = 700 ft
Flow Path Slope = 2.3%

Q_{50} = 9.57 CFS



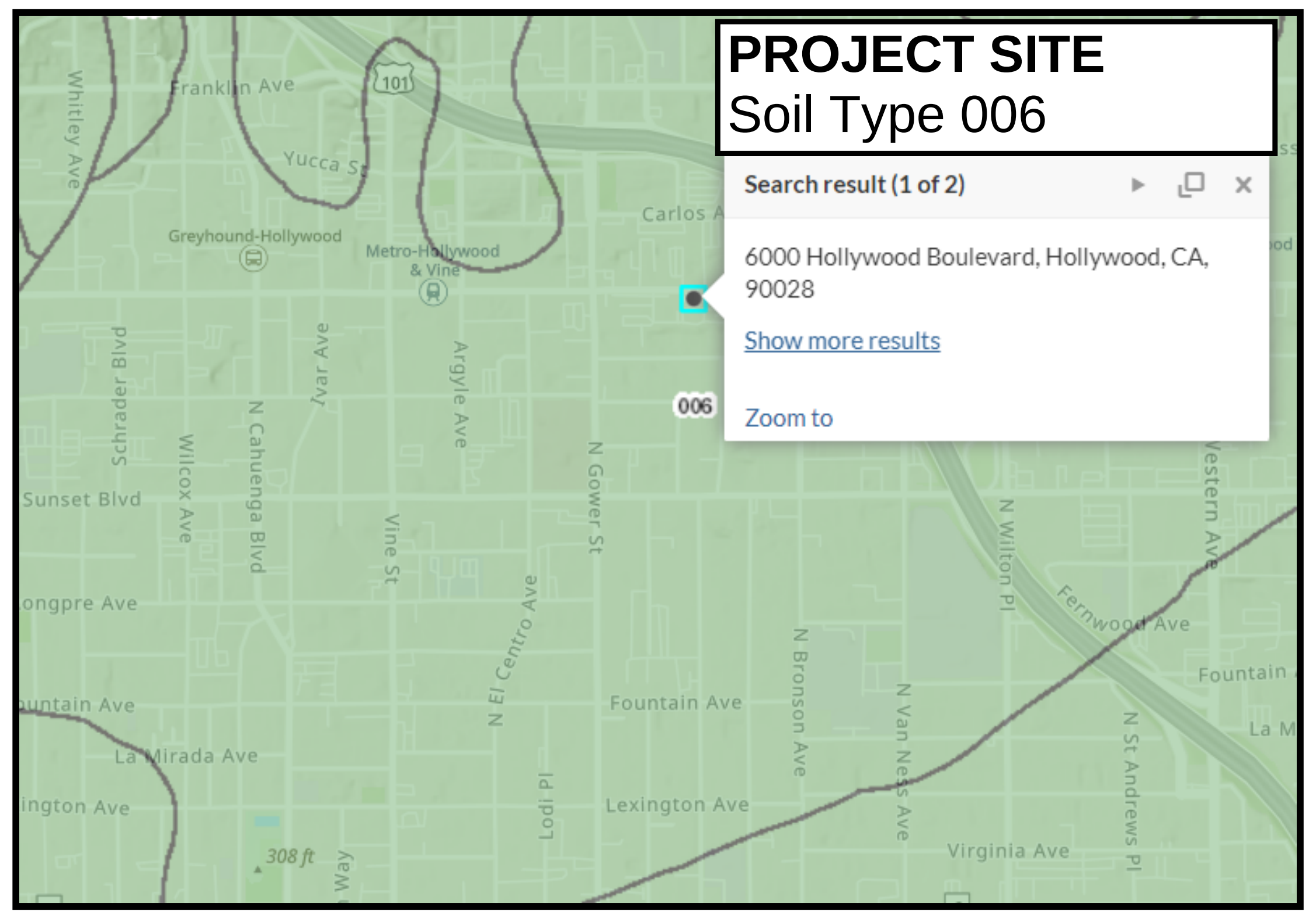
VICINITY MAP
(NOT TO SCALE)





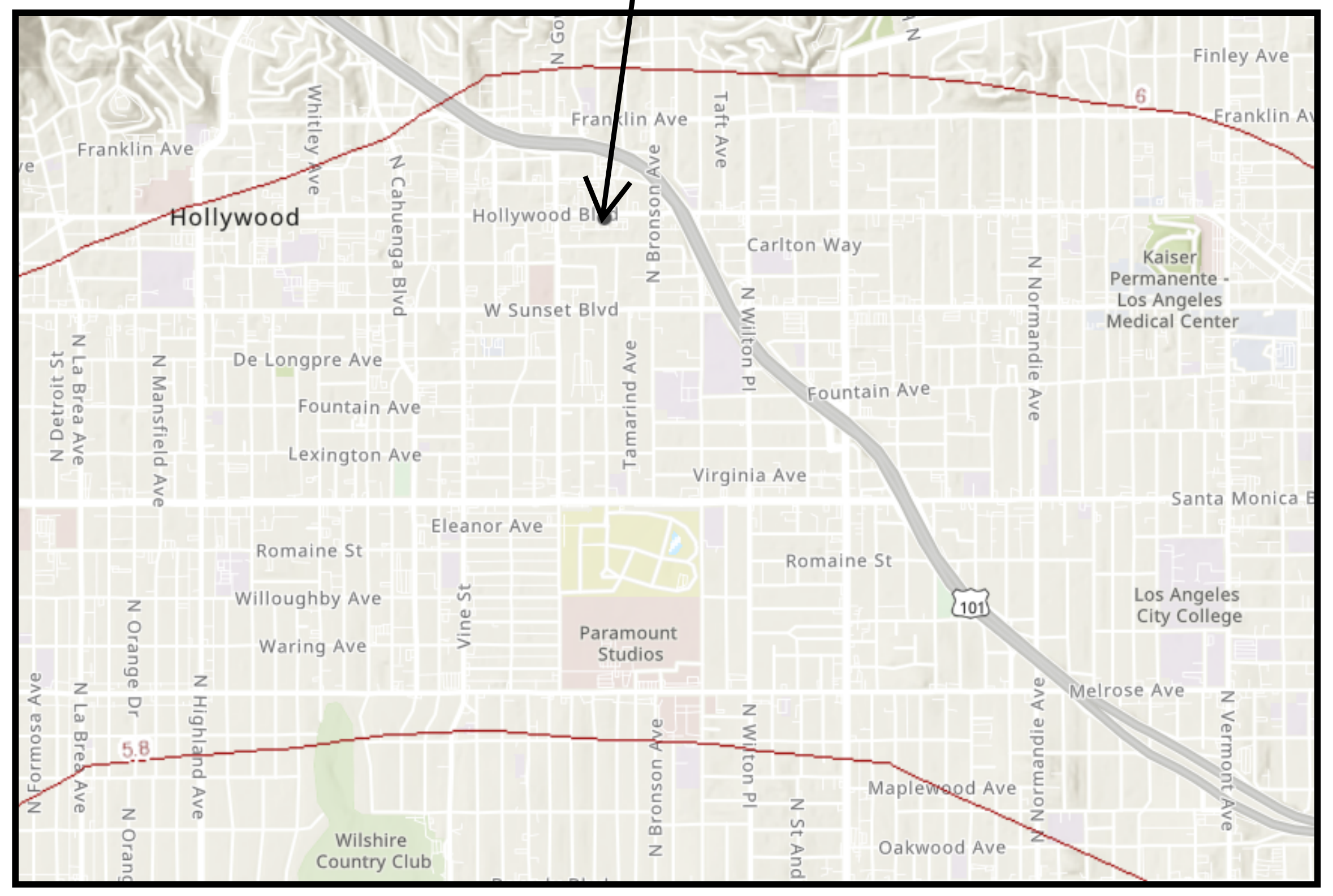
LEGEND

- AREA DRAIN (SQUARE)
- AREA DRAIN (CIRCLE)
- BACKFLOW PREVENTER
- BOLLARD
- BENCHMARK
- BLOW-OFF VALVE
- CURB DRAIN
- FIRE HYDRANT
- GROUND LIGHT
- GAS MANHOLE
- GAS VALVE
- GAS METER
- GUY WIRE
- HOSE BIB
- IRRIGATION CONTROL BOX
- IRRIGATION CONTROL VALVE
- AREA LIGHT
- MAILBOX
- MONITORING WELL
- PALM
- ELECTRIC CABINET
- ELECTRIC MANHOLE
- ELECTRIC METER
- UTILITY POLE
- ELECTRIC PULLBOX
- SEWER CLEAN OUT
- SEWER MANHOLE
- SIGN
- SPRINKLER
- STORM DRAIN MANHOLE
- STREET LIGHT
- STREET LIGHT PULLBOX
- TELEPHONE BOX
- TELEPHONE CABINET
- TELEPHONE MANHOLE
- TRAFFIC PULLBOX
- TRAFFIC SIGNAL CABINET
- TRAFFIC SIGNAL
- TREE
- WATER MANHOLE
- WATER METER
- WATER VALVE


PROJECT SITE
Soil Type 006

Search result (1 of 2)
6000 Hollywood Boulevard, Hollywood, CA, 90028
Show more results
Zoom to

PROJECT SITE
50 yr Two Tenths (Rainfall): 6"



N
SCALE: 1"=20'

NO.	DATE	REVISIONS
6		
5		
4		
3		
2		
1	02/14/22	REVISED MAP

PROJECT #	2101006
DATE PREPARED	05/11/2022
DRAWN BY	SR
CHECKED BY	BR

HOLLYWOOD TOYOTA

PREPARED FOR:
HINES INTEREST LP
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www.kpff.com

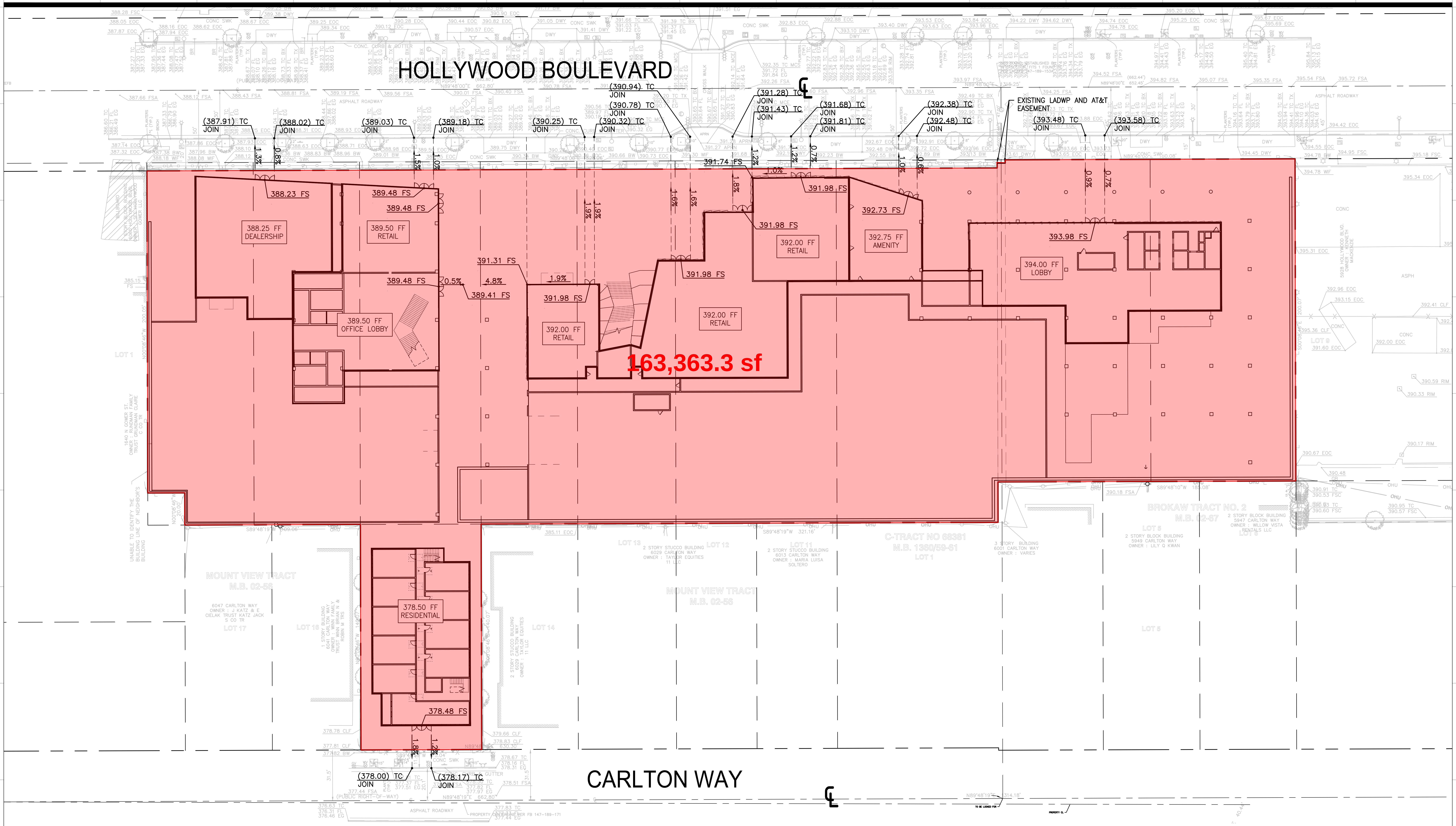
SHEET 3 OF 3

\\kpffcivil.com\share\projects\2021\2101006 6000 Hollywood Blvd – Survey\Survey

FIGURE 3

Proposed Drainage Exhibit

PROPOSED CONDITION DRAINAGE EXHIBIT



Drainage Area 1 (Hollywood):

Size = 163,400 SF (3.75 ac)

Impervious = 100%

Flow Path Length = 750 ft

Flow Path Slope = 2.0%

Q_{50} = 9.69 CFS

LEGEND

▬ ▬ ▬ ▬	LIMIT OF WORK
— — — —	PROPERTY LINE
→ → → →	FLOW LINE
—— GB ——	GRADE BREAK
—— R ——	RIDGE LINE
═ ═ ═ ═	SAWCUT AND JOIN
——100——	PROPOSED MAJOR CONTOUR
——102——	PROPOSED MINOR CONTOUR

N

0 15' 30'

SCALE: 1"=30'

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Certificate of Authority

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BRIAN FREDERICK POWERS
No. C75902
Exp. 6/30/24
CIVIL
NOT FOR CONSTRUCTION

HOLLYWOOD TOYOTA

6000 HOLLYWOOD BLVD.
HOLLYWOOD, CA 90028

OU PROJECT NO: 22.004.000

#	DESCRIPTION	DATE

PRECISE GRADING PLAN

C1.30

FIGURE 4

Hydro-Calc Hydrology Results for Existing and Proposed Site

Peak Flow Hydrologic Analysis

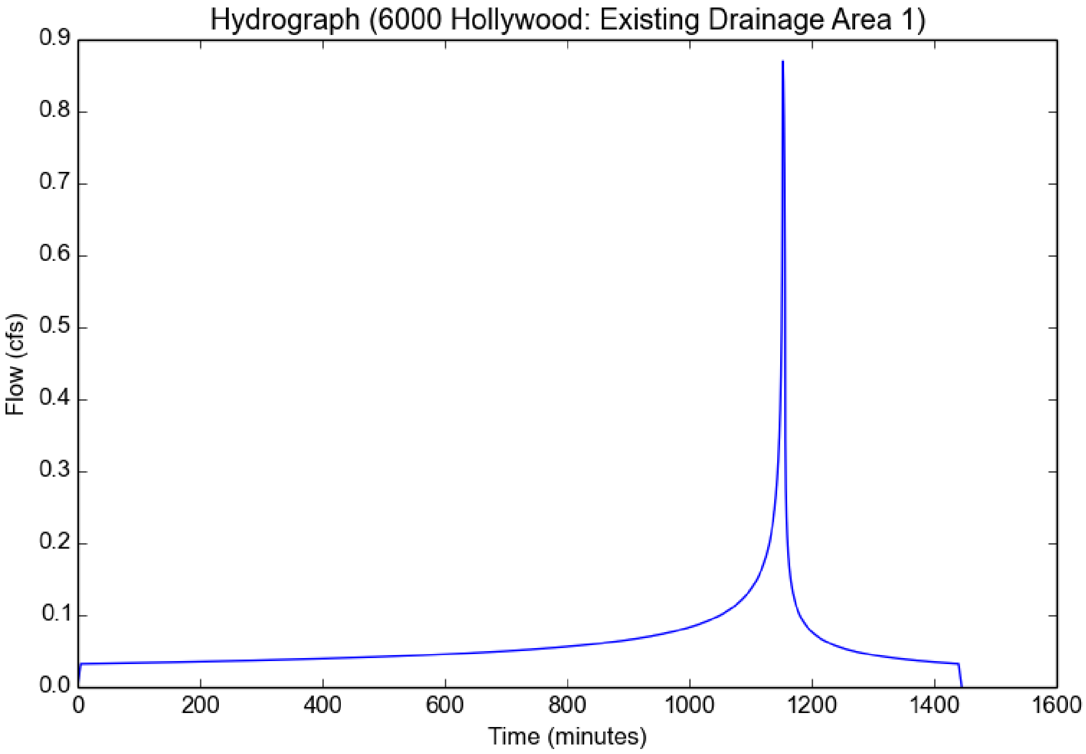
File location: P:/2021/2101003 6000 Hollywood Blvd/2 ENGR/EIR Reports/Hydrology and Water Resources/Appendices/6000 Hollywood - Existing Drain
Version: HydroCalc 1.0.2

Input Parameters

Project Name	6000 Hollywood
Subarea ID	Existing Drainage Area 1
Area (ac)	0.27
Flow Path Length (ft)	200.0
Flow Path Slope (vft/hft)	0.01
50-yr Rainfall Depth (in)	6.0
Percent Impervious	1.0
Soil Type	6
Design Storm Frequency	50-yr
Fire Factor	0
LID	False

Output Results

Modeled (50-yr) Rainfall Depth (in)	6.0
Peak Intensity (in/hr)	3.5798
Undeveloped Runoff Coefficient (Cu)	0.8604
Developed Runoff Coefficient (Cd)	0.9
Time of Concentration (min)	5.0
Clear Peak Flow Rate (cfs)	0.8699
Burned Peak Flow Rate (cfs)	0.8699
24-Hr Clear Runoff Volume (ac-ft)	0.1205
24-Hr Clear Runoff Volume (cu-ft)	5248.8016



Peak Flow Hydrologic Analysis

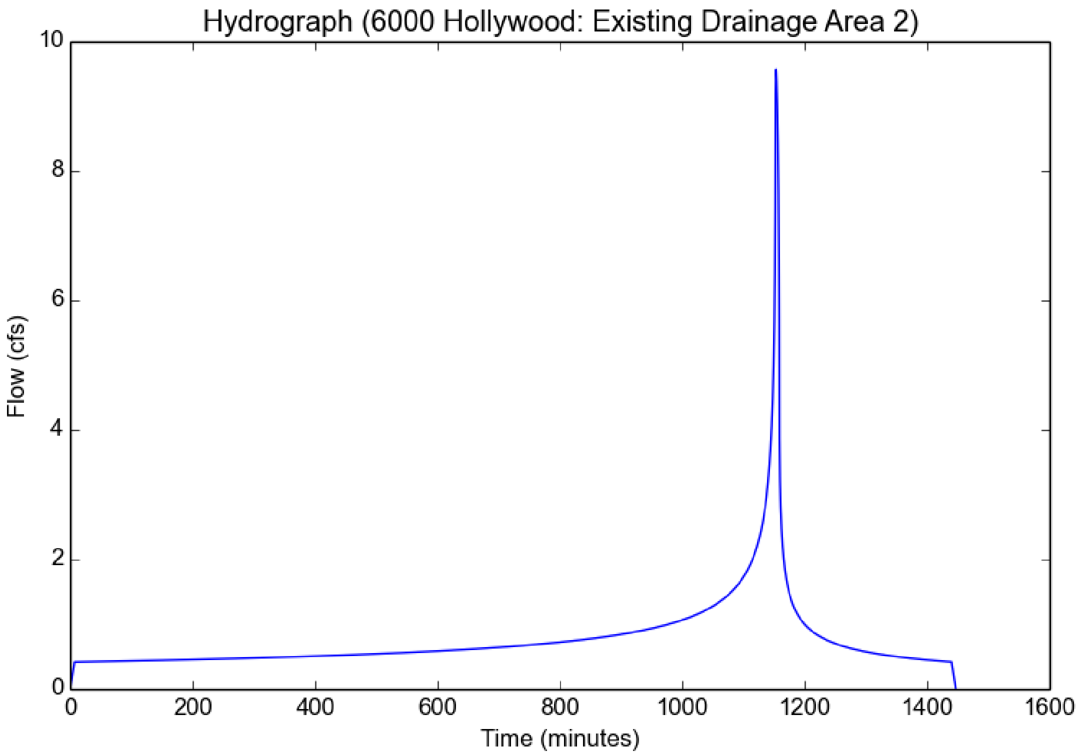
File location: P:/2021/2101003 6000 Hollywood Blvd/2 ENGR/EIR Reports/Hydrology and Water Resources/Appendices/6000 Hollywood - Existing Drain
Version: HydroCalc 1.0.2

Input Parameters

Project Name	6000 Hollywood
Subarea ID	Existing Drainage Area 2
Area (ac)	3.48
Flow Path Length (ft)	700.0
Flow Path Slope (vft/hft)	0.023
50-yr Rainfall Depth (in)	6.0
Percent Impervious	1.0
Soil Type	6
Design Storm Frequency	50-yr
Fire Factor	0
LID	False

Output Results

Modeled (50-yr) Rainfall Depth (in)	6.0
Peak Intensity (in/hr)	3.0561
Undeveloped Runoff Coefficient (Cu)	0.8262
Developed Runoff Coefficient (Cd)	0.9
Time of Concentration (min)	7.0
Clear Peak Flow Rate (cfs)	9.5719
Burned Peak Flow Rate (cfs)	9.5719
24-Hr Clear Runoff Volume (ac-ft)	1.5531
24-Hr Clear Runoff Volume (cu-ft)	67651.2416



Peak Flow Hydrologic Analysis

File location: P:/2021/2101003 6000 Hollywood Blvd/2 ENGR/EIR Reports/Hydrology and Water Resources/Appendices/6000 Hollywood - Proposed Dra
Version: HydroCalc 1.0.2

Input Parameters

Project Name	6000 Hollywood
Subarea ID	Proposed Drainage Area
Area (ac)	3.75
Flow Path Length (ft)	750.0
Flow Path Slope (vft/hft)	0.02
50-yr Rainfall Depth (in)	6.0
Percent Impervious	1.0
Soil Type	6
Design Storm Frequency	50-yr
Fire Factor	0
LID	False

Output Results

Modeled (50-yr) Rainfall Depth (in)	6.0
Peak Intensity (in/hr)	2.8702
Undeveloped Runoff Coefficient (Cu)	0.8132
Developed Runoff Coefficient (Cd)	0.9
Time of Concentration (min)	8.0
Clear Peak Flow Rate (cfs)	9.6871
Burned Peak Flow Rate (cfs)	9.6871
24-Hr Clear Runoff Volume (ac-ft)	1.6736
24-Hr Clear Runoff Volume (cu-ft)	72900.0586

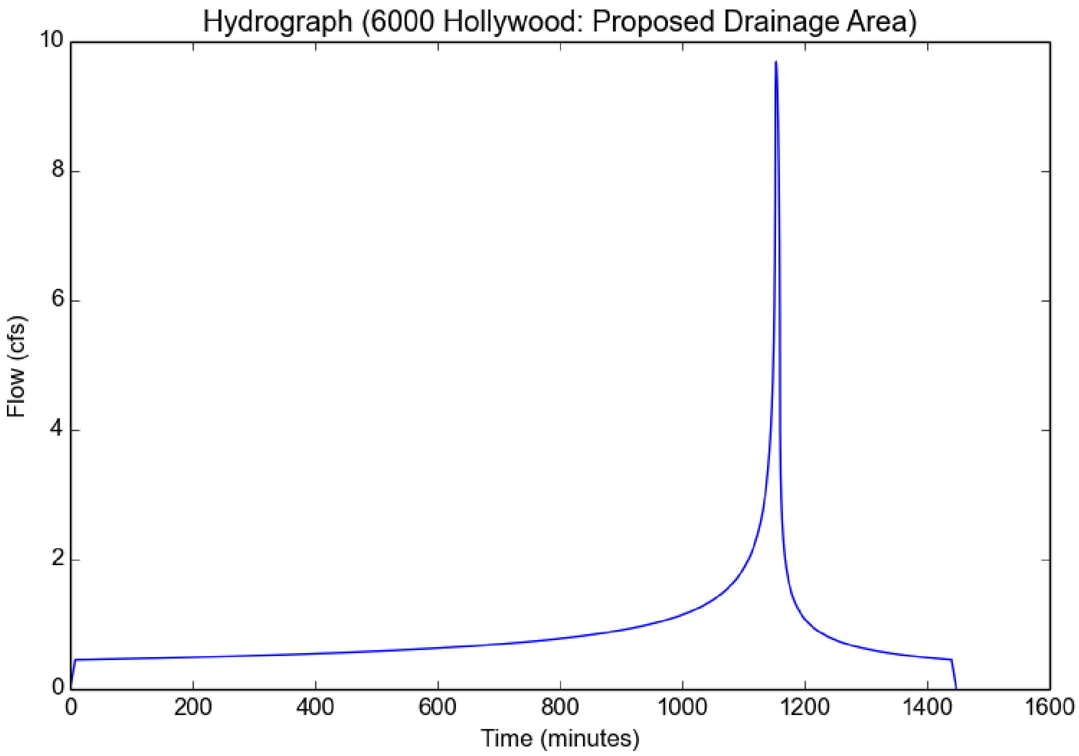


FIGURE 5

Coastal Plain of Los Angeles Groundwater Basin Exhibit

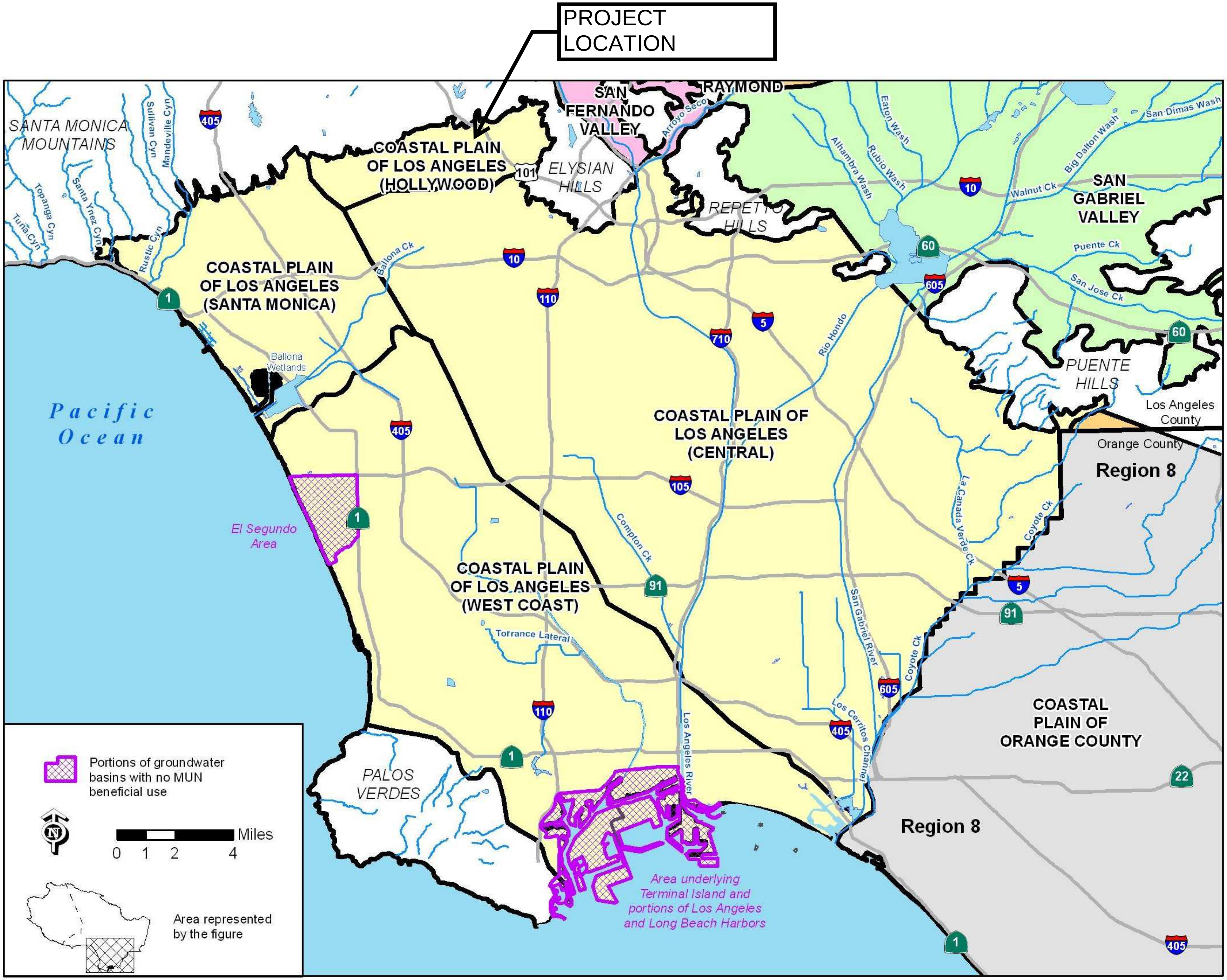


Figure 5: Coastal Plain of Los Angeles Groundwater Basin

FIGURE 6

Preliminary Low Impact Development (LID) Calculations

Peak Flow Hydrologic Analysis

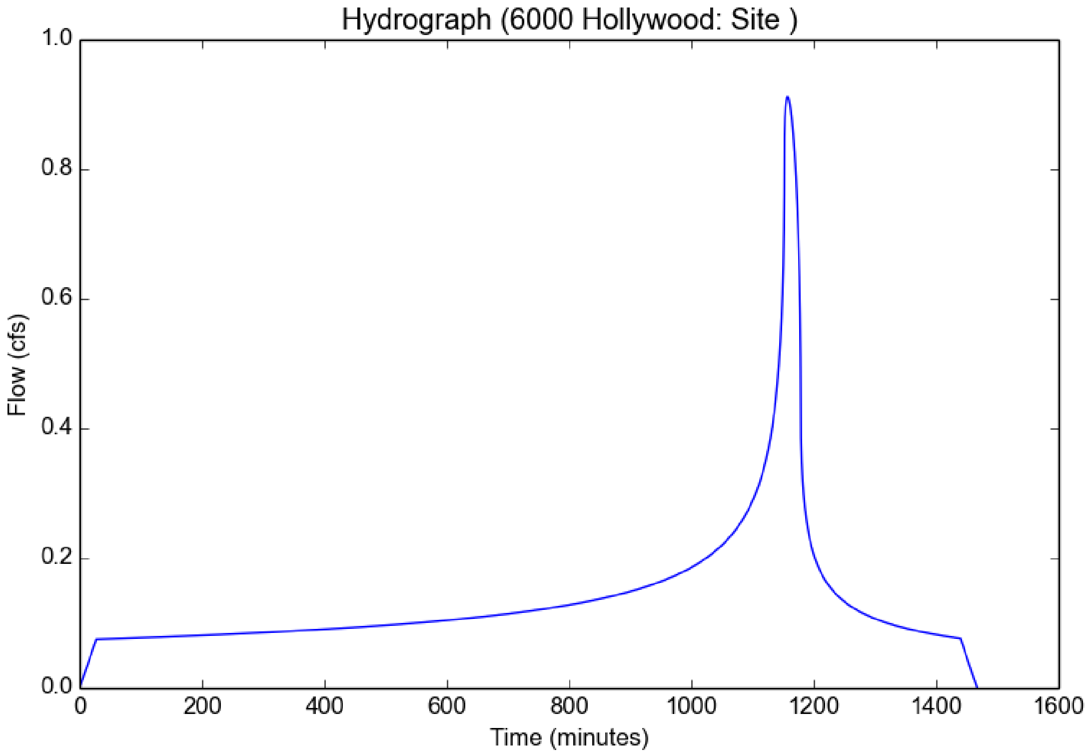
File location: P:/2021/2101003 6000 Hollywood Blvd/2 ENGR/EIR Reports/Hydrology and Water Resources/Appendices/6000 Hollywood - Site - 85th Pe
Version: HydroCalc 1.0.2

Input Parameters

Project Name	6000 Hollywood
Subarea ID	Site
Area (ac)	3.75
Flow Path Length (ft)	750.0
Flow Path Slope (vft/hft)	0.02
85th Percentile Rainfall Depth (in)	1.0
Percent Impervious	1.0
Soil Type	6
Design Storm Frequency	85th percentile storm
Fire Factor	0
LID	True

Output Results

Modeled (85th percentile storm) Rainfall Depth (in)	1.0
Peak Intensity (in/hr)	0.2701
Undeveloped Runoff Coefficient (Cu)	0.1
Developed Runoff Coefficient (Cd)	0.9
Time of Concentration (min)	27.0
Clear Peak Flow Rate (cfs)	0.9115
Burned Peak Flow Rate (cfs)	0.9115
24-Hr Clear Runoff Volume (ac-ft)	0.2789
24-Hr Clear Runoff Volume (cu-ft)	12150.1128



Capture & Use Sizing

Note:	Red values to be changed by user.
	Black values are automatically calculated.

[1]	Total Area (SF)		164007
[2]	Impervious Area (SF)		164007
[3]	Pervious Area (SF)	**[1]-[2] =**	0
[4]	Catchment Area (SF)	**([2]*0.9)+([3]*0.1) =**	147606
[5]	Design Rainfall Depth (in)	**Greater of 0.75", 85th percentile**	1.00
[6]	V_{design} (gal)	**[5]/12*7.48*[4] =**	**92008**
[7]	Planting Area (SF)		17100
[8]	Plant Factor*		0.4
[9]	$ETWU_{(7\text{-month})}$	**21.7*0.62*[8]*[7] =**	92025
[10]	Is $V_{design} \leq ETWU_{(7\text{-month})}$?		**YES**

*The plant factor used shall be from WUCOLS. The plant factor ranges from 0 to 0.3 for low water use plants, from 0.4 to 0.6 for moderate water use plants, and from 0.7 to 1.0 for high water use plants.

Source: LID Handbook, City of LA (May 2012)

FIGURE 7

50-year 24-Hour Isohyet Map

016 SOIL CLASSIFICATION AREA

7.2 INCHES OF RAINFALL

DPA - 6 DEBRIS POTENTIAL AREA

1 0 1 2 Miles

25-YEAR 24-HOUR ISOHYET REDUCTION FACTOR: 0.878
10-YEAR 24-HOUR ISOHYET REDUCTION FACTOR: 0.714

HOLLYWOOD

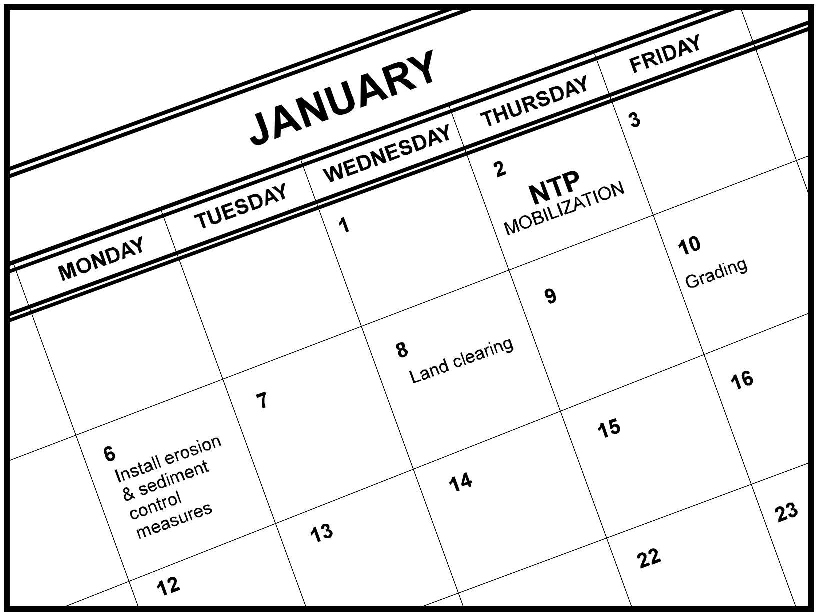
50-YEAR 24-HOUR ISOHYET

1-H1.18

EXHIBITS 1 & 2

Typical SWPPP BMPs
Typical LID BMPs

Scheduling EC-1



Categories

EC	Erosion Control	☑
SE	Sediment Control	☒
TC	Tracking Control	☒
WE	Wind Erosion Control	☒
NS	Non-Stormwater Management Control	
WM	Waste Management and Materials Pollution Control	

Legend:

☑ **Primary Objective**

☒ **Secondary Objective**

Targeted Constituents

Sediment	☑
Nutrients	
Trash	
Metals	
Bacteria	
Oil and Grease	
Organics	

Potential Alternatives

None

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Description and Purpose

Scheduling is the development of a written plan that includes sequencing of construction activities and the implementation of BMPs such as erosion control and sediment control while taking local climate (rainfall, wind, etc.) into consideration. The purpose is to reduce the amount and duration of soil exposed to erosion by wind, rain, runoff, and vehicle tracking, and to perform the construction activities and control practices in accordance with the planned schedule.

Suitable Applications

Proper sequencing of construction activities to reduce erosion potential should be incorporated into the schedule of every construction project especially during rainy season. Use of other, more costly yet less effective, erosion and sediment control BMPs may often be reduced through proper construction sequencing.

Limitations

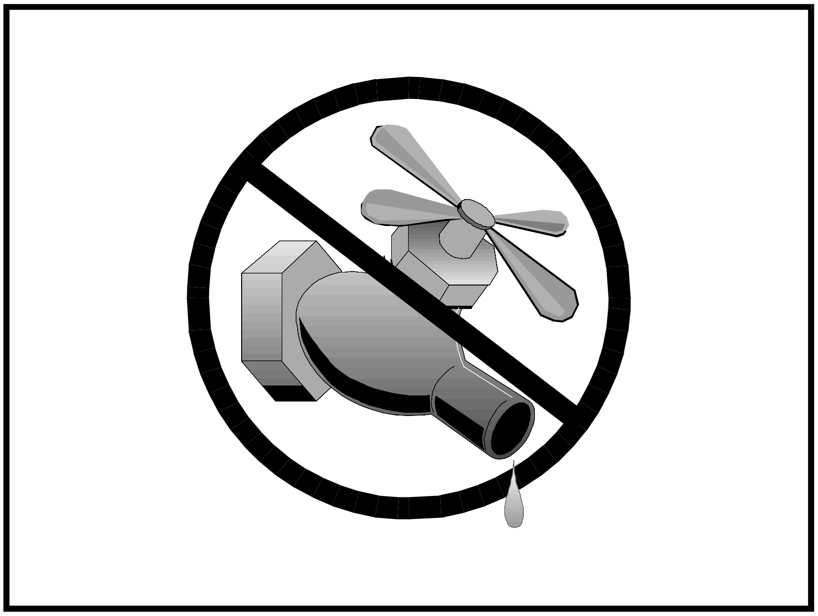
- Environmental constraints such as nesting season prohibitions reduce the full capabilities of this BMP.

Implementation

- Avoid rainy periods. Schedule major grading operations during dry months when practical. Allow enough time before rainfall begins to stabilize the soil with vegetation or physical means or to install sediment trapping devices.

- Plan the project and develop a schedule showing each phase of construction. Clearly show how the rainy season relates

Water Conservation Practices NS-1



Categories

EC	Erosion Control	☒
SE	Sediment Control	☒
TC	Tracking Control	
WE	Wind Erosion Control	
NS	Non-Stormwater Management Control	☑
WM	Waste Management and Materials Pollution Control	

Legend:

☑ **Primary Objective**

☒ **Secondary Objective**

Targeted Constituents

Sediment	☑
Nutrients	
Trash	
Metals	
Bacteria	
Oil and Grease	
Organics	

Potential Alternatives

None

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Description and Purpose

Water conservation practices are activities that use water during the construction of a project in a manner that avoids causing erosion and the transport of pollutants offsite. These practices can reduce or eliminate non-stormwater discharges.

Suitable Applications

Water conservation practices are suitable for all construction sites where water is used, including piped water, metered water, trucked water, and water from a reservoir.

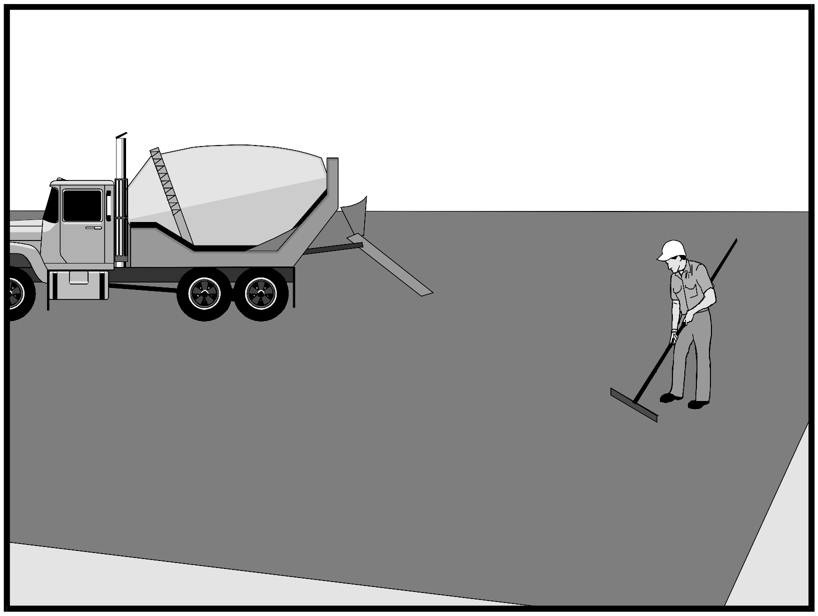
Limitations

- None identified.

Implementation

- Keep water equipment in good working condition.
- Stabilize water truck filling area.
- Repair water leaks promptly.
- Washing of vehicles and equipment on the construction site is discouraged.
- Avoid using water to clean construction areas. If water must be used for cleaning or surface preparation, surface should be swept and vacuumed first to remove dirt. This will minimize amount of water required.

Paving and Grinding Operations NS-3



Description and Purpose

Prevent or reduce the discharge of pollutants from paving operations, using measures to prevent runon and runoff pollution, properly disposing of wastes, and training employees and subcontractors.

The General Permit incorporates Numeric Action Levels (NAL) for pH and turbidity (see Section 2 of this handbook to determine your project's risk level and if you are subject to these requirements).

Many types of construction materials associated with paving and grinding operations, including mortar, concrete, and cement and their associated wastes have basic chemical properties that can raise pH levels outside of the permitted range. Additional care should be taken when managing these materials to prevent them from coming into contact with stormwater flows, which could lead to exceedances of the General Permit requirements.

Suitable Applications

These procedures are implemented where paving, surfacing, resurfacing, or sawcutting, may pollute stormwater runoff or discharge to the storm drain system or watercourses.

Limitations

- Paving opportunities may be limited during wet weather.

  Discharges of freshly paved surfaces may raise pH to environmentally harmful levels and trigger permit violations.

Categories

EC	Erosion Control	
SE	Sediment Control	
TC	Tracking Control	
WE	Wind Erosion Control	
NS	Non-Stormwater Management Control	☑
WM	Waste Management and Materials Pollution Control	☒

Legend:

☑ **Primary Category**

☒ **Secondary Category**

Targeted Constituents

Sediment	☑
Nutrients	
Trash	
Metals	
Bacteria	
Oil and Grease	☑
Organics	

Potential Alternatives

None

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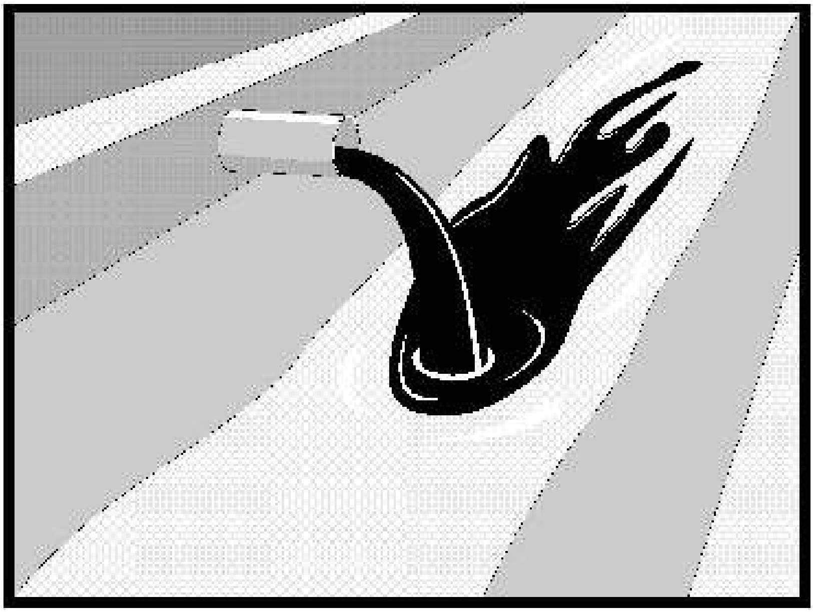
Illicit Connection/Discharge NS-6



Description and Purpose

Procedures and practices designed for construction contractors to recognize illicit connections or illegally dumped or discharged materials on a construction site and report incidents.

Suitable Applications

This best management practice (BMP) applies to all construction projects. Illicit connection/discharge and reporting is applicable anytime an illicit connection or discharge is discovered, or illegally dumped material is found on the construction site.

Limitations

Illicit connections and illegal discharges or dumping, for the purposes of this BMP, refer to discharges and dumping caused by parties other than the contractor. If pre-existing hazardous materials or wastes are known to exist onsite, they should be identified in the SWPPP and handled as set forth in the SWPPP.

Implementation

Planning

- Review the SWPPP. Pre-existing areas of contamination should be identified and documented in the SWPPP.
- Inspect site before beginning the job for evidence of illicit connections, illegal dumping or discharges. Document any pre-existing conditions and notify the owner.

Categories

EC	Erosion Control	
SE	Sediment Control	
TC	Tracking Control	
WE	Wind Erosion Control	
NS	Non-Stormwater Management Control	☑
WM	Waste Management and Materials Pollution Control	

Legend:

☑ **Primary Objective**

☒ **Secondary Objective**

Targeted Constituents

Sediment	
Nutrients	☑
Trash	☑
Metals	☑
Bacteria	☑
Oil and Grease	☑
Organics	☑

Potential Alternatives

None

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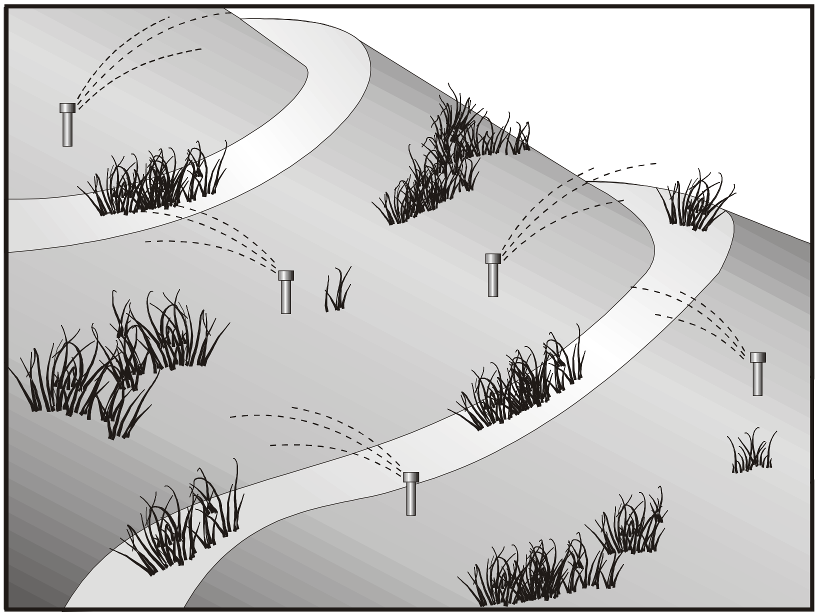
Potable Water/Irrigation

NS-7



Description and Purpose

Potable Water/Irrigation consists of practices and procedures to manage the discharge of potential pollutants generated during discharges from irrigation water lines, landscape irrigation, lawn or garden watering, planned and unplanned discharges from potable water sources, water line flushing, and hydrant flushing.

Suitable Applications

Implement this BMP whenever potable water or irrigation water discharges occur at or enter a construction site.

Limitations

None identified.

Implementation

- Direct water from offsite sources around or through a construction site, where feasible, in a way that minimizes contact with the construction site.
- Discharges from water line flushing should be reused for landscaping purposes where feasible.
- Shut off the water source to broken lines, sprinklers, or valves as soon as possible to prevent excess water flow.
- Protect downstream stormwater drainage systems and watercourses from water pumped or bailed from trenches excavated to repair water lines.

Categories

EC	Erosion Control	
SE	Sediment Control	
TC	Tracking Control	
WE	Wind Erosion Control	
NS	Non-Stormwater Management Control	☑
WM	Waste Management and Materials Pollution Control	

Legend:

☑ **Primary Objective**

☒ **Secondary Objective**

Targeted Constituents

Sediment	☑
Nutrients	☑
Trash	
Metals	☑
Bacteria	
Oil and Grease	
Organics	☑

Potential Alternatives

None

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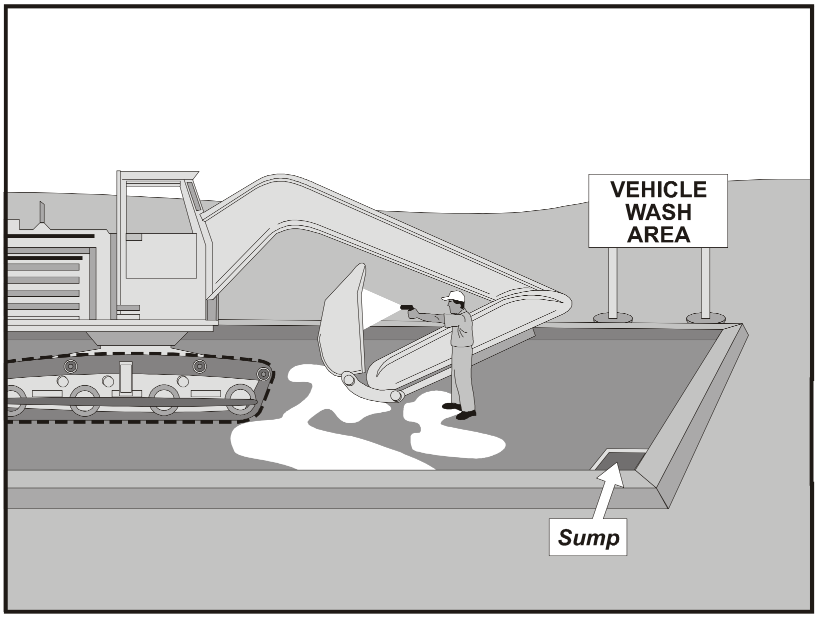
Vehicle and Equipment Cleaning NS-8



Description and Purpose

Vehicle and equipment cleaning procedures and practices eliminate or reduce the discharge of pollutants to stormwater from vehicle and equipment cleaning operations. Procedures and practices include but are not limited to: using offsite facilities; washing in designated, contained areas only; eliminating discharges to the storm drain by infiltrating the wash water; and training employees and subcontractors in proper cleaning procedures.

Suitable Applications

These procedures are suitable on all construction sites where vehicle and equipment cleaning is performed.

Limitations

Even phosphate-free, biodegradable soaps have been shown to be toxic to fish before the soap degrades. Sending vehicles/equipment offsite should be done in conjunction with TC-1, Stabilized Construction Entrance/Exit.

Implementation

Other options to washing equipment onsite include contracting with either an offsite or mobile commercial washing business. These businesses may be better equipped to handle and dispose of the wash waters properly. Performing this work offsite can also be economical by eliminating the need for a separate washing operation onsite.

If washing operations are to take place onsite, then:

Categories

EC	Erosion Control	
SE	Sediment Control	
TC	Tracking Control	
WE	Wind Erosion Control	
NS	Non-Stormwater Management Control	☑
WM	Waste Management and Materials Pollution Control	

Legend:

☑ **Primary Objective**

☒ **Secondary Objective**

Targeted Constituents

Sediment	☑
Nutrients	☑
Trash	
Metals	
Bacteria	
Oil and Grease	☑
Organics	☑

Potential Alternatives

None

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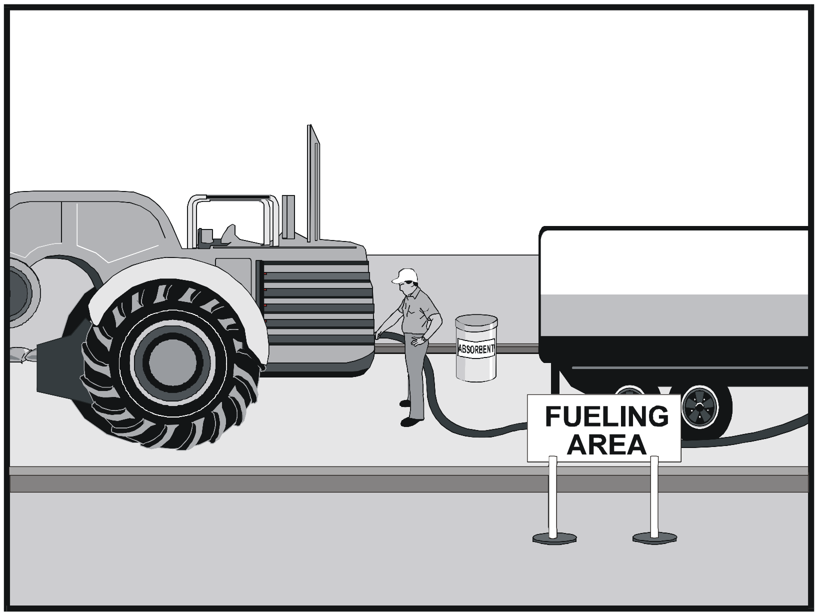
Vehicle and Equipment Fueling NS-9



Description and Purpose

Vehicle equipment fueling procedures and practices are designed to prevent fuel spills and leaks and reduce or eliminate contamination of stormwater. This can be accomplished by using offsite facilities, fueling in designated areas only, enclosing or covering stored fuel, implementing spill controls, and training employees and subcontractors in proper fueling procedures.

Suitable Applications

These procedures are suitable on all construction sites where vehicle and equipment fueling takes place.

Limitations

Onsite vehicle and equipment fueling should only be used where it is impractical to send vehicles and equipment offsite for fueling. Sending vehicles and equipment offsite should be done in conjunction with TC-1, Stabilized Construction Entrance/ Exit.

Implementation

- Use offsite fueling stations as much as possible. These businesses are better equipped to handle fuel and spills properly. Performing this work offsite can also be economical by eliminating the need for a separate fueling area at a site.
- Discourage "topping-off" of fuel tanks.

Categories

EC	Erosion Control	
SE	Sediment Control	
TC	Tracking Control	
WE	Wind Erosion Control	
NS	Non-Stormwater Management Control	☑
WM	Waste Management and Materials Pollution Control	

Legend:

☑ **Primary Objective**

☒ **Secondary Objective**

Targeted Constituents

Sediment	
Nutrients	
Trash	
Metals	
Bacteria	
Oil and Grease	☑
Organics	

Potential Alternatives

None

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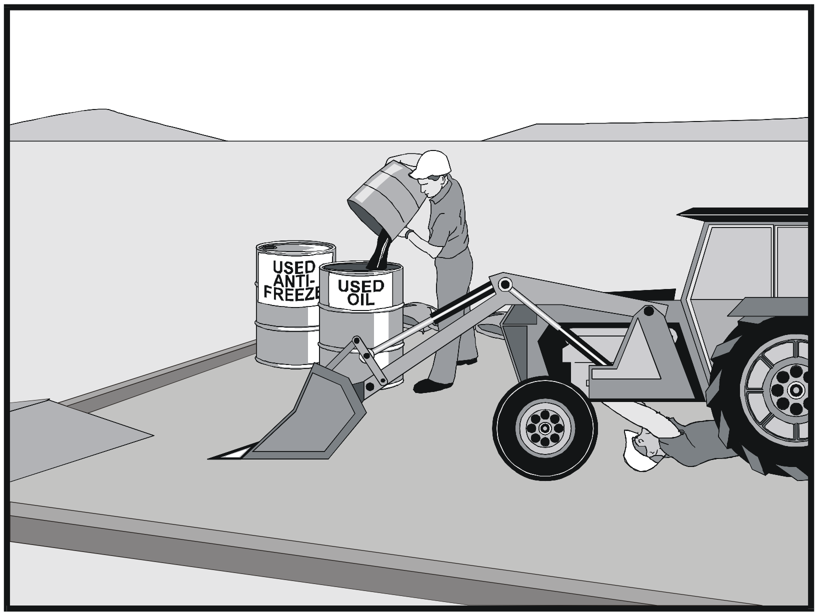
Vehicle & Equipment Maintenance NS-10



Description and Purpose

Prevent or reduce the contamination of stormwater resulting from vehicle and equipment maintenance by running a "dry and clean site". The best option would be to perform maintenance activities at an offsite facility. If this option is not available then work should be performed in designated areas only, while providing cover for materials stored outside, checking for leaks and spills, and containing and cleaning up spills immediately. Employees and subcontractors must be trained in proper procedures.

Suitable Applications

These procedures are suitable on all construction projects where an onsite yard area is necessary for storage and maintenance of heavy equipment and vehicles.

Limitations

Onsite vehicle and equipment maintenance should only be used where it is impractical to send vehicles and equipment offsite for maintenance and repair. Sending vehicles/equipment offsite should be done in conjunction with TC-1, Stabilized Construction Entrance/Exit.

Outdoor vehicle or equipment maintenance is a potentially significant source of stormwater pollution. Activities that can contaminate stormwater include engine repair and service, changing or replacement of fluids, and outdoor equipment storage and parking (engine fluid leaks). For further information on vehicle or equipment servicing, see NS-8,

Categories

EC	Erosion Control	
SE	Sediment Control	
TC	Tracking Control	
WE	Wind Erosion Control	
NS	Non-Stormwater Management Control	☑
WM	Waste Management and Materials Pollution Control	

Legend:

☑ **Primary Objective**

☒ **Secondary Objective**

Targeted Constituents

Sediment	
Nutrients	☑
Trash	☑
Metals	
Bacteria	
Oil and Grease	☑
Organics	☑

Potential Alternatives

None

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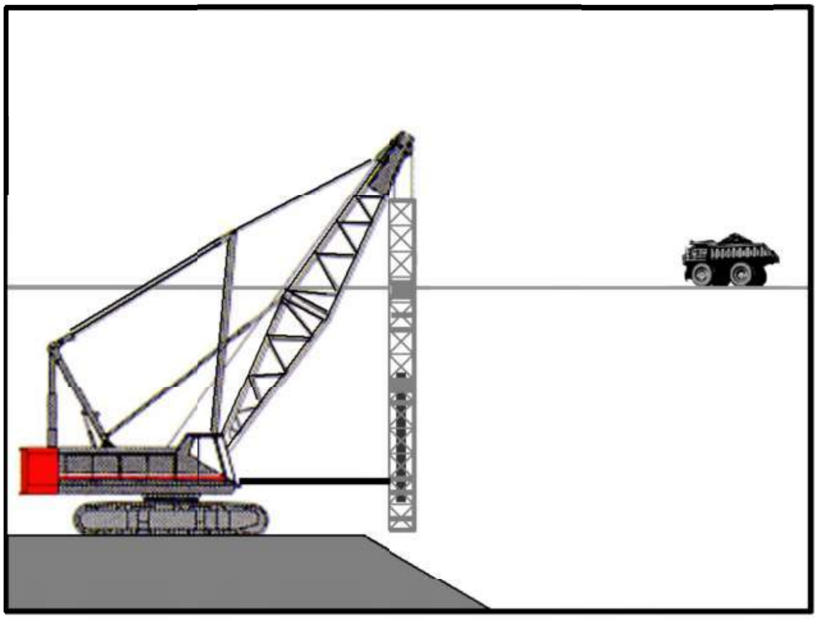
CALIFORNIA STORMWATER QUALITY ASSOCIATION

Pile Driving Operations NS-11



Categories

EC	Erosion Control	
SE	Sediment Control	
TC	Tracking Control	
WE	Wind Erosion Control	
NS	Non-Stormwater Management Control	☑
WM	Waste Management and Materials Pollution Control	

Legend:

☑ **Primary Objective**

☒ **Secondary Objective**

Targeted Constituents

Sediment	☑
Nutrients	
Trash	
Metals	
Bacteria	
Oil and Grease	☑
Organics	

Potential Alternatives

None

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Description and Purpose

The construction and retrofit of bridges and retaining walls often include driving piles for foundation support and shoring operations. Driven piles are typically constructed of precast concrete, steel, or timber. Driven sheet piles are also used for shoring and cofferdam construction. Proper control and use of equipment, materials, and waste products from pile driving operations will reduce or eliminate the discharge of potential pollutants to the storm drain system, watercourses, and waters of the United States.

Suitable Applications

These procedures apply to all construction sites near or adjacent to a watercourse or groundwater where permanent and temporary pile driving (impact and vibratory) takes place, including operations using pile shells as well as construction of cast-in-steel-shell and cast-in-drilled-hole piles.

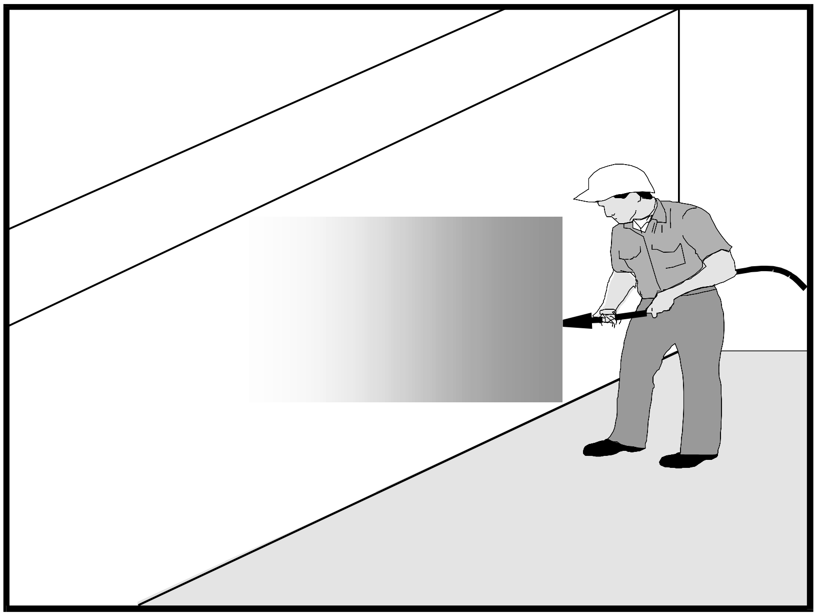
Limitations

None identified.

Implementation

- Use drip pans or absorbent pads during vehicle and equipment operation, maintenance, cleaning, fueling, and storage. Refer to NS-8, Vehicle and Equipment Cleaning, NS-9, Vehicle and Equipment Fueling, and NS-10, Vehicle and Equipment Maintenance.

Concrete Curing NS-12



Categories

EC	Erosion Control	
SE	Sediment Control	
TC	Tracking Control	
WE	Wind Erosion Control	
NS	Non-Stormwater Management Control	☑
WM	Waste Management and Materials Pollution Control	☑

Legend:

☑ **Primary Category**

☒ **Secondary Category**

Targeted Constituents

Sediment	☑
Nutrients	
Trash	
Metals	☑
Bacteria	
Oil and Grease	☑
Organics	

Potential Alternatives

None

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Description and Purpose

Concrete curing is used in the construction of structures such as bridges, retaining walls, pump houses, large slabs, and structured foundations. Concrete curing includes the use of both chemical and water methods.

Concrete and its associated curing materials have basic chemical properties that can raise the pH of water to levels outside of the permitted range. Discharges of stormwater and non-stormwater exposed to concrete during curing may have a high pH and may contain chemicals, metals, and fines. The General Permit incorporates Numeric Action Levels (NAL) for pH (see Section 2 of this handbook to determine your project's risk level and if you are subject to these requirements).

Proper procedures and care should be taken when managing concrete curing materials to prevent them from coming into contact with stormwater flows, which could result in a high pH discharge.

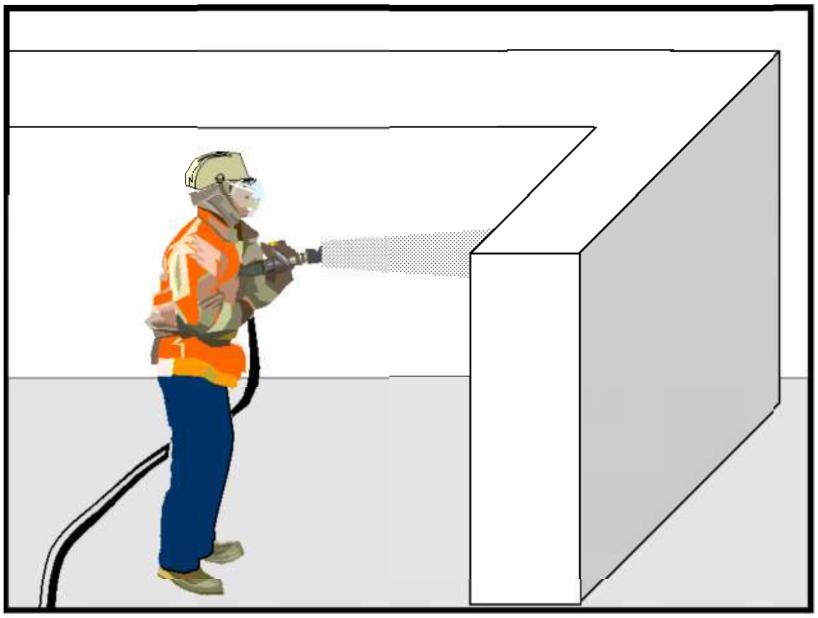
Suitable Applications

Suitable applications include all projects where Portland Cement Concrete (PCC) and concrete curing chemicals are placed where they can be exposed to rainfall, runoff from other areas, or where runoff from the PCC will leave the site.

Limitations

- Runoff contact with concrete waste can raise pH levels in the water to environmentally harmful levels and trigger permit violations.

Concrete Finishing NS-13



Description and Purpose

Concrete finishing methods are used for bridge deck rehabilitation, paint removal, curing compound removal, and final surface finish appearances. Methods include sand blasting, shot blasting, grinding, or high pressure water blasting. Stormwater and non-stormwater exposed to concrete finishing by-products may have a high pH and may contain chemicals, metals, and fines. Proper procedures and implementation of appropriate BMPs can minimize the impact that concrete-finishing methods may have on stormwater and non-stormwater discharges.

The General Permit incorporates Numeric Action Levels (NAL) for pH (see Section 2 of this handbook to determine your project's risk level and if you are subject to these requirements).

Concrete and its associated curing materials have basic chemical properties that can raise pH levels outside of the permitted range. Additional care should be taken when managing these materials to prevent them from coming into contact with stormwater flows, which could lead to exceedances of the General Permit requirements.

Suitable Applications

These procedures apply to all construction locations where concrete finishing operations are performed.

Categories

EC	Erosion Control	
SE	Sediment Control	
TC	Tracking Control	
WE	Wind Erosion Control	
NS	Non-Stormwater Management Control	☑
WM	Waste Management and Materials Pollution Control	☑

Legend:

☑ **Primary Category**

☒ **Secondary Category**

Targeted Constituents

Sediment	☑
Nutrients	
Trash	
Metals	☑
Bacteria	
Oil and Grease	
Organics	☑

Potential Alternatives

None

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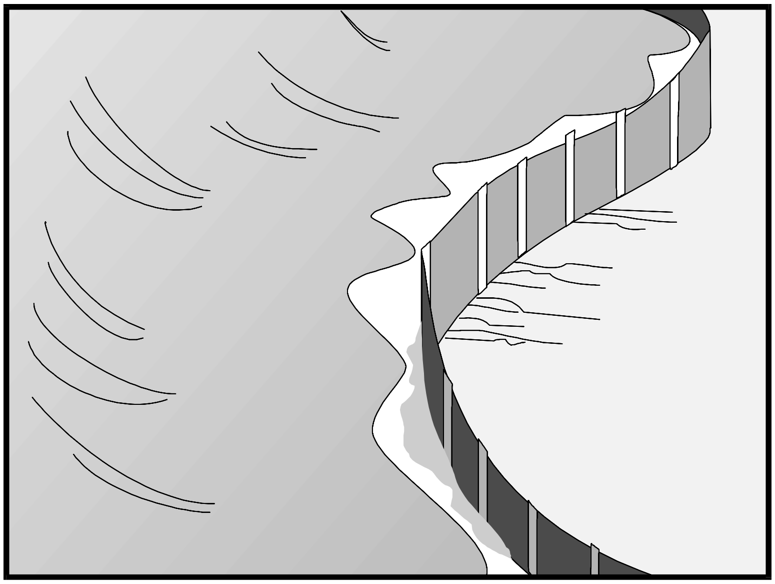
Silt Fence SE-1



Categories

EC	Erosion Control	
SE	Sediment Control	☑
TC	Tracking Control	
WE	Wind Erosion Control	
NS	Non-Stormwater Management Control	
WM	Waste Management and Materials Pollution Control	

Legend:

☑ **Primary Category**

☒ **Secondary Category**

Targeted Constituents

Sediment (coarse sediment)	☑
Nutrients	
Trash	
Metals	
Bacteria	
Oil and Grease	
Organics	

Potential Alternatives

SE-5 Fiber Rolls

SE-6 Gravel Bag Berm SE-12 Manufactured Linear Sediment Controls

SE-13 Compost Socks and Berms

SE-14 Biofilter Bags

Description and Purpose

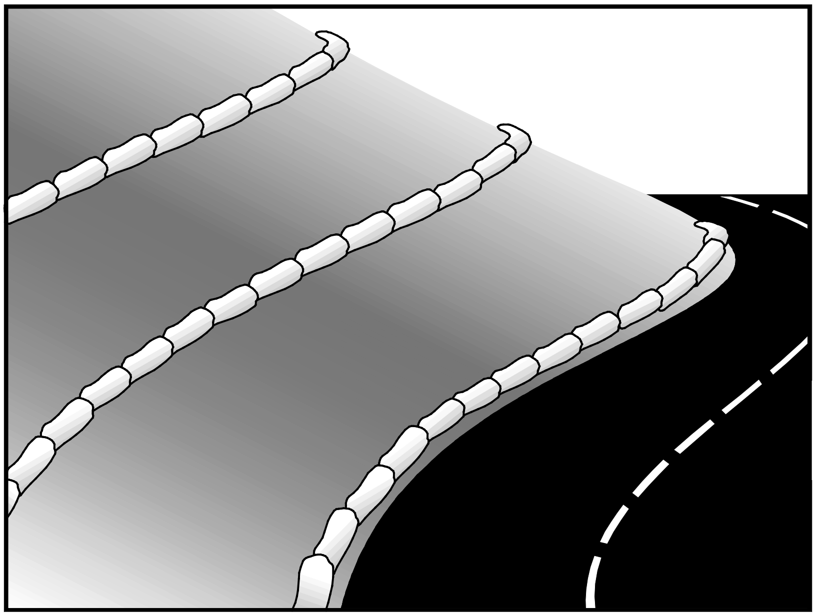
A silt fence is made of a woven geotextile that has been entrenched, attached to supporting poles, and sometimes backed by a plastic or wire mesh for support. The silt fence detains water, promoting sedimentation of coarse sediment behind the fence. Silt fence does not retain soil fine particles like clays or silts.

Suitable Applications

Silt fences are suitable for perimeter control, placed below areas where sheet flows discharge from the site. They could also be used as interior controls below disturbed areas where runoff may occur in the form of sheet and rill erosion and around inlets within disturbed areas (Storm Drain Inlet Protection, SE-10). Silt fences should not be used in locations where the flow is concentrated. Silt fences should always be used in combination with erosion controls. Suitable applications include:

- At perimeter of a project (although they should not be installed up and down slopes).
- Below the toe or down slope of exposed and erodible slopes.
- Along streams and channels.
- Around temporary spoil areas and stockpiles.

Gravel Bag Berm SE-6



Description and Purpose

A gravel bag berm is a series of gravel-filled bags placed on a level contour to intercept sheet flows. Gravel bags pond sheet flow runoff, allowing sediment to settle out, and release runoff slowly as sheet flow, preventing erosion.

Suitable Applications

Gravel bag berms may be suitable:

- As a linear sediment control measure:
  - Below the toe of slopes and erodible slopes
  - As sediment traps at culvert/pipe outlets
  - Below other small cleared areas
  - Along the perimeter of a site
  - Down slope of exposed soil areas
  - Around temporary stockpiles and spoil areas
  - Parallel to a roadway to keep sediment off paved areas
  - Along streams and channels
- As a linear erosion control measure:
  - Along the face and at grade breaks of exposed and erodible slopes to shorten slope length and spread runoff as sheet flow.

Categories

EC	Erosion Control	☒
SE	Sediment Control	☑
TC	Tracking Control	
WE	Wind Erosion Control	
NS	Non-Stormwater Management Control	
WM	Waste Management and Materials Pollution Control	

Legend:

☑ **Primary Category**

☒ **Secondary Category**

Targeted Constituents

Sediment	☑
Nutrients	
Trash	
Metals	
Bacteria	
Oil and Grease	
Organics	

Potential Alternatives

SE-1 Silt Fence

SE-5 Fiber Roll

SE-8 Sandbag Barrier

SE-12 Temporary Silt Dike

SE-14 Biofilter Bags

Street Sweeping and Vacuuming SE-7

Description and Purpose

Street sweeping and vacuuming includes use of self-propelled and walk-behind equipment to remove sediment from streets and roadways, and to clean paved surfaces in preparation for final paving. Sweeping and vacuuming prevents sediment from the project site from entering storm drains or receiving waters.

Suitable Applications

Sweeping and vacuuming are suitable anywhere sediment is tracked from the project site onto public or private paved streets and roads, typically at points of egress. Sweeping and vacuuming are also applicable during preparation of paved surfaces for final paving.

Limitations

Sweeping and vacuuming may not be effective when sediment is wet or when tracked soil is caked (caked soil may need to be scraped loose).

Implementation

- Controlling the number of points where vehicles can leave the site will allow sweeping and vacuuming efforts to be focused, and perhaps save money.
- Inspect potential sediment tracking locations daily.
- Visible sediment tracking should be swept or vacuumed on a daily basis.

Categories

EC	Erosion Control	
SE	Sediment Control	☒
TC	Tracking Control	☑
WE	Wind Erosion Control	
NS	Non-Stormwater Management Control	
WM	Waste Management and Materials Pollution Control	

Legend:

☑ **Primary Objective**

☒ **Secondary Objective**

Targeted Constituents

Sediment	☑
Nutrients	
Trash	☑
Metals	
Bacteria	
Oil and Grease	☑
Organics	

Potential Alternatives

None

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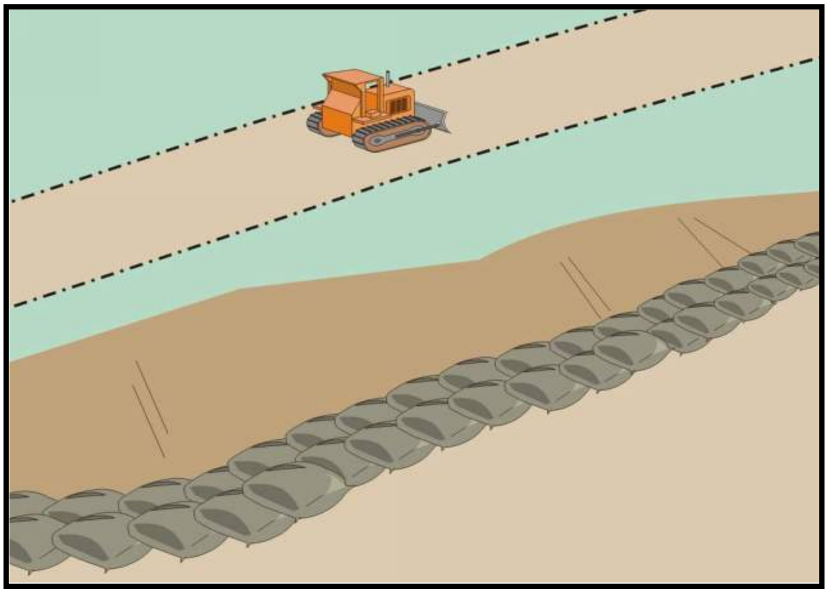
Sandbag Barrier SE-8



Description and Purpose

A sandbag barrier is a series of sand-filled bags placed on a level contour to intercept or to divert sheet flows. Sandbag barriers placed on a level contour pond sheet flow runoff, allowing sediment to settle out.

Suitable Applications

Sandbag barriers may be a suitable control measure for the applications described below. It is important to consider that sand bags are less porous than gravel bags and ponding or flooding can occur behind the barrier. Also, sand is easily transported by runoff if bags are damaged or ruptured. The SWPPP Preparer should select the location of a sandbag barrier with respect to the potential for flooding, damage, and the ability to maintain the BMP.

- As a linear sediment control measure:
    - Below the toe of slopes and erodible slopes.
    - As sediment traps at culvert/pipe outlets.
    - Below other small cleared areas.
    - Along the perimeter of a site.
    - Down slope of exposed soil areas.
    - Around temporary stockpiles and spoil areas.
    - Parallel to a roadway to keep sediment off paved areas.
    - Along streams and channels.

Categories

EC	Erosion Control	☒
SE	Sediment Control	☑
TC	Tracking Control	
WE	Wind Erosion Control	
NS	Non-Stormwater Management Control	
WM	Waste Management and Materials Pollution Control	

Legend:

☑ **Primary Category**

☒ **Secondary Category**

Targeted Constituents

Sediment	☑
Nutrients	
Trash	
Metals	
Bacteria	
Oil and Grease	
Organics	

Potential Alternatives

SE-1 Silt Fence

SE-5 Fiber Rolls

SE-6 Gravel Bag Berm

SE-12 Manufactured Linear Sediment Controls

SE-14 Biofilter Bags

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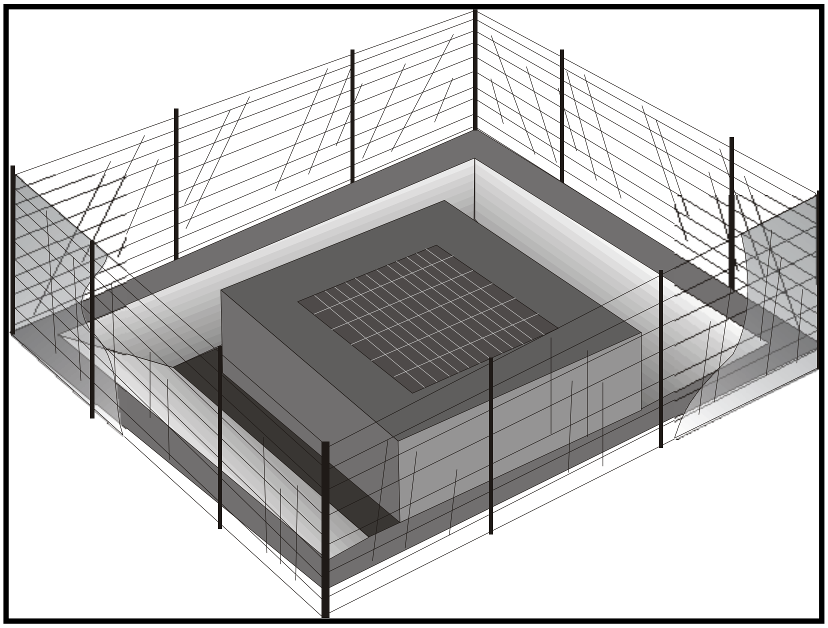
Storm Drain Inlet Protection SE-10



Categories

EC	Erosion Control	
SE	Sediment Control	☑
TC	Tracking Control	
WE	Wind Erosion Control	
NS	Non-Stormwater Management Control	
WM	Waste Management and Materials Pollution Control	

Legend:

☑ **Primary Category**

☒ **Secondary Category**

Targeted Constituents

Sediment	☑
Nutrients	
Trash	☒
Metals	
Bacteria	
Oil and Grease	
Organics	

Potential Alternatives

SE-1 Silt Fence

SE-5 Fiber Rolls

SE-6 Gravel Bag Berm

SE-8 Sandbag Barrier

SE-14 Biofilter Bags

SE-13 Compost Socks and Berms

Description and Purpose

Storm drain inlet protection consists of a sediment filter or an impounding area in, around or upstream of a storm drain, drop inlet, or curb inlet. Storm drain inlet protection measures temporarily pond runoff before it enters the storm drain, allowing sediment to settle. Some filter configurations also remove sediment by filtering, but usually the ponding action results in the greatest sediment reduction. Temporary geotextile storm drain inserts attach underneath storm drain grates to capture and filter storm water.

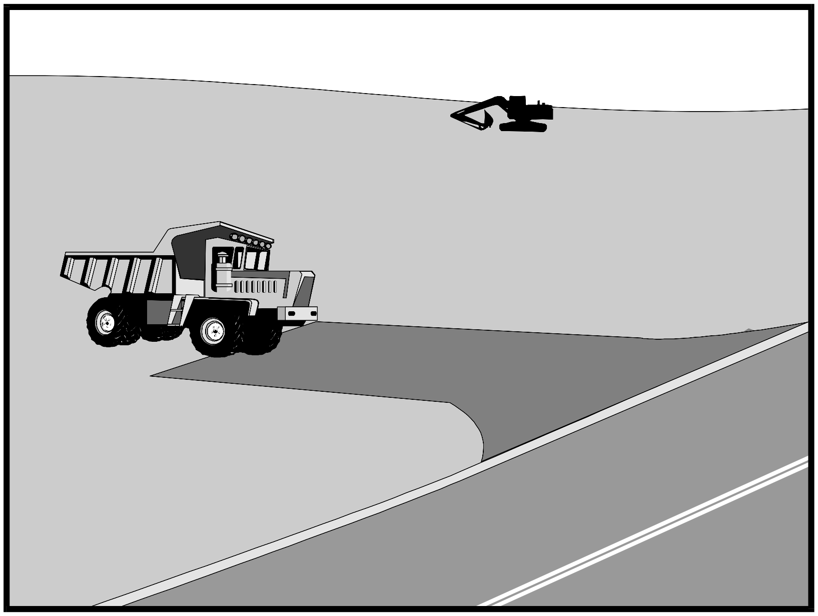
Suitable Applications

- Every storm drain inlet receiving runoff from unstabilized or otherwise active work areas should be protected. Inlet protection should be used in conjunction with other erosion and sediment controls to prevent sediment-laden stormwater and non-stormwater discharges from entering the storm drain system.

Limitations

- Drainage area should not exceed 1 acre.
- In general straw bales should not be used as inlet protection.
- Requires an adequate area for water to pond without encroaching into portions of the roadway subject to traffic.
- Sediment removal may be inadequate to prevent sediment discharges in high flow conditions or if runoff is heavily sediment laden. If high flow conditions are expected, use

Stabilized Construction Entrance/Exit TC-1



Categories

EC	Erosion Control	☒
SE	Sediment Control	☒
TC	Tracking Control	☑
WE	Wind Erosion Control	
NS	Non-Stormwater Management Control	
WM	Waste Management and Materials Pollution Control	

Legend:

☑ **Primary Objective**

☒ **Secondary Objective**

Targeted Constituents

Sediment	☑
Nutrients	
Trash	
Metals	
Bacteria	
Oil and Grease	
Organics	

Potential Alternatives

None

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Description and Purpose

A stabilized construction access is defined by a point of entrance/exit to a construction site that is stabilized to reduce the tracking of mud and dirt onto public roads by construction vehicles.

Suitable Applications

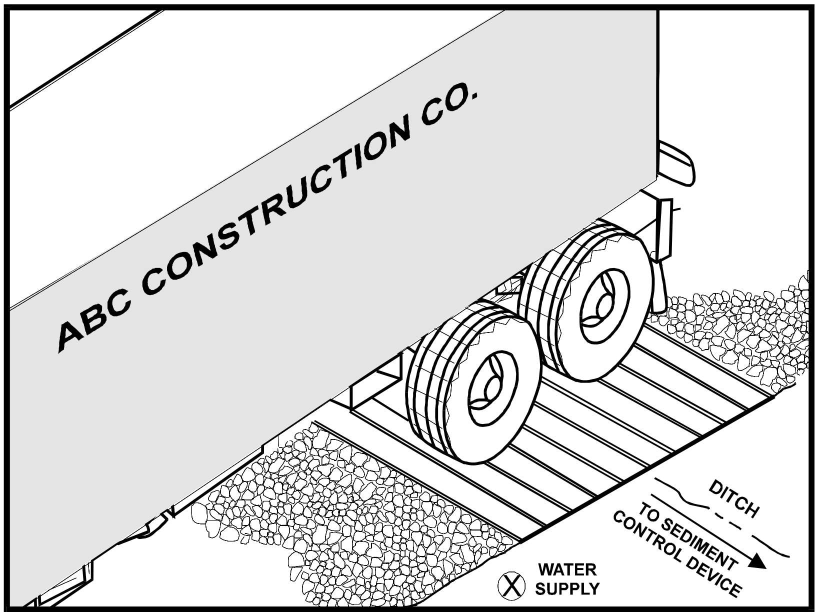
Use at construction sites:

- Where dirt or mud can be tracked onto public roads.
- Adjacent to water bodies.
- Where poor soils are encountered.
- Where dust is a problem during dry weather conditions.

Limitations

- Entrances and exits require periodic top dressing with additional stones.
- This BMP should be used in conjunction with street sweeping on adjacent public right of way.
- Entrances and exits should be constructed on level ground only.
- Stabilized construction entrances are rather expensive to construct and when a wash rack is included, a sediment trap of some kind must also be provided to collect wash water runoff.

Entrance/Outlet Tire Wash TC-3



Description and Purpose

A tire wash is an area located at stabilized construction access points to remove sediment from tires and under carriages and to prevent sediment from being transported onto public roadways.

Suitable Applications

Tire washes may be used on construction sites where dirt and mud tracking onto public roads by construction vehicles may occur.

Limitations

- The tire wash requires a supply of wash water.
- A turnout or doublewide exit is required to avoid having entering vehicles drive through the wash area.
- Do not use where wet tire trucks leaving the site leave the road dangerously slick.

Implementation

- Incorporate with a stabilized construction entrance/exit. See TC-1, Stabilized Construction Entrance/Exit.
- Construct on level ground when possible, on a pad of coarse aggregate greater than 3 in. but smaller than 6 in. A geotextile fabric should be placed below the aggregate.
- Wash rack should be designed and constructed/manufactured for anticipated traffic loads.

Categories

EC	Erosion Control	
SE	Sediment Control	☒
TC	Tracking Control	☑
WE	Wind Erosion Control	
NS	Non-Stormwater Management Control	
WM	Waste Management and Materials Pollution Control	

Legend:

☑ **Primary Objective**

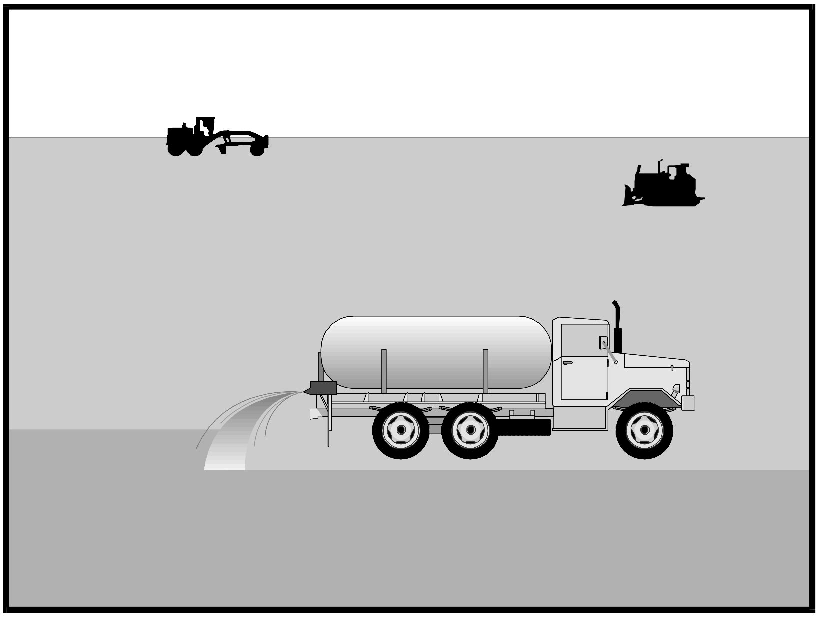
☒ **Secondary Objective**

Targeted Constituents

Sediment	☑
Nutrients	
Trash	
Metals	
Bacteria	
Oil and Grease	
Organics	

Potential Alternatives

TC-1 Stabilized Construction Entrance/Exit



Categories

EC	Erosion Control	
SE	Sediment Control	☒
TC	Tracking Control	
WE	Wind Erosion Control	☑
NS	Non-Stormwater Management Control	
WM	Waste Management and Materials Pollution Control	

Legend:

☑ **Primary Category**

☒ **Secondary Category**

Targeted Constituents

Sediment	☑
Nutrients	
Trash	
Metals	
Bacteria	
Oil and Grease	
Organics	

Potential Alternatives

EC-5 Soil Binders

Description and Purpose

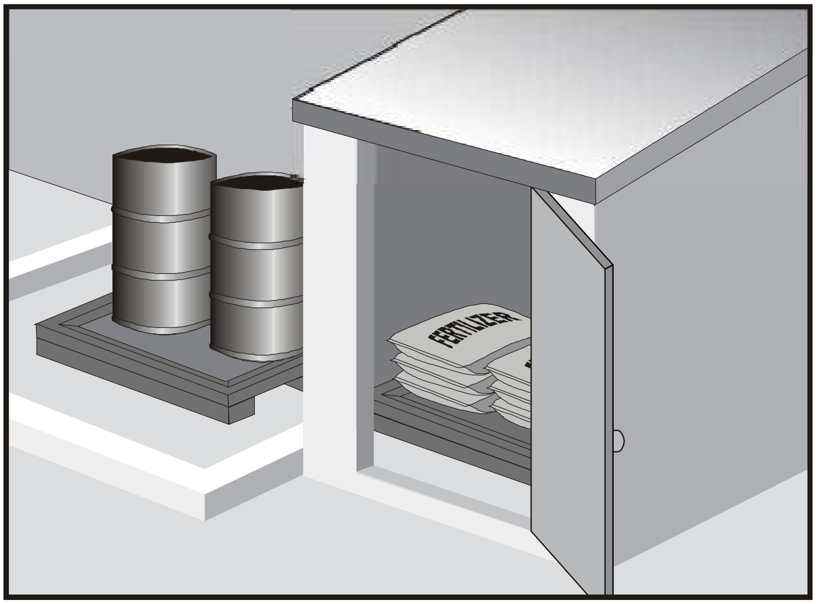
Wind erosion or dust control consists of applying water or other chemical dust suppressants as necessary to prevent or alleviate dust nuisance generated by construction activities. Covering small stockpiles or areas is an alternative to applying water or other dust palliatives.

California's Mediterranean climate, with a short "wet" season and a typically long, hot "dry" season, allows the soils to thoroughly dry out. During the dry season, construction activities are at their peak, and disturbed and exposed areas are increasingly subject to wind erosion, sediment tracking and dust generated by construction equipment. Site conditions and climate can make dust control more of an erosion problem than water based erosion. Additionally, many local agencies, including Air Quality Management Districts, require dust control and/or dust control permits in order to comply with local nuisance laws, opacity laws (visibility impairment) and the requirements of the Clean Air Act. Wind erosion control is required to be implemented at all construction sites greater than 1 acre by the General Permit.

Suitable Applications

Most BMPs that provide protection against water-based erosion will also protect against wind-based erosion and dust control requirements required by other agencies will generally meet wind erosion control requirements for water quality protection. Wind erosion control BMPs are suitable during the following construction activities:

Material Delivery and Storage WM-1



Description and Purpose

Prevent, reduce, or eliminate the discharge of pollutants from material delivery and storage to the stormwater system or watercourses by minimizing the storage of hazardous materials onsite, storing materials in watertight containers and/or a completely enclosed designated area, installing secondary containment, conducting regular inspections, and training employees and subcontractors.

This best management practice covers only material delivery and storage. For other information on materials, see WM-2, Material Use, or WM-4, Spill Prevention and Control. For information on wastes, see the waste management BMPs in this section.

Suitable Applications

These procedures are suitable for use at all construction sites with delivery and storage of the following materials:

- Soil stabilizers and binders
- Pesticides and herbicides
- Fertilizers
- Detergents
- Plaster
- Petroleum products such as fuel, oil, and grease

Categories

EC	Erosion Control	
SE	Sediment Control	
TC	Tracking Control	
WE	Wind Erosion Control	
NS	Non-Stormwater Management Control	
WM	Waste Management and Materials Pollution Control	☑

Legend:

☑ **Primary Category**

☒ **Secondary Category**

Targeted Constituents

Sediment	☑
Nutrients	☑
Trash	☑
Metals	☑
Bacteria	
Oil and Grease	☑
Organics	☑

Potential Alternatives

None

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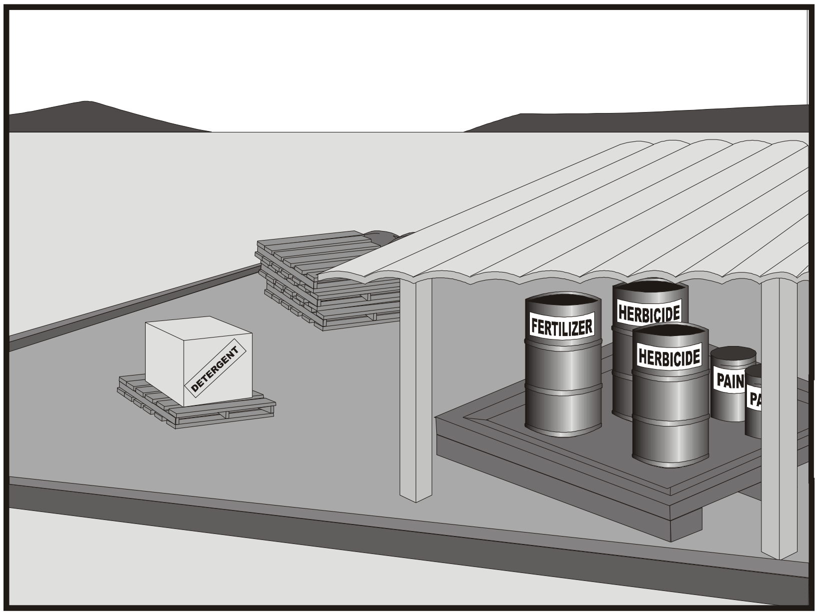
Material Use WM-2



Categories

EC	Erosion Control	
SE	Sediment Control	
TC	Tracking Control	
WE	Wind Erosion Control	
NS	Non-Stormwater Management Control	
WM	Waste Management and Materials Pollution Control	☑

Legend:

☑ **Primary Category**

☒ **Secondary Category**

Targeted Constituents

Sediment	☑
Nutrients	☑
Trash	☑
Metals	☑
Bacteria	
Oil and Grease	☑
Organics	☑

Potential Alternatives

None

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Description and Purpose

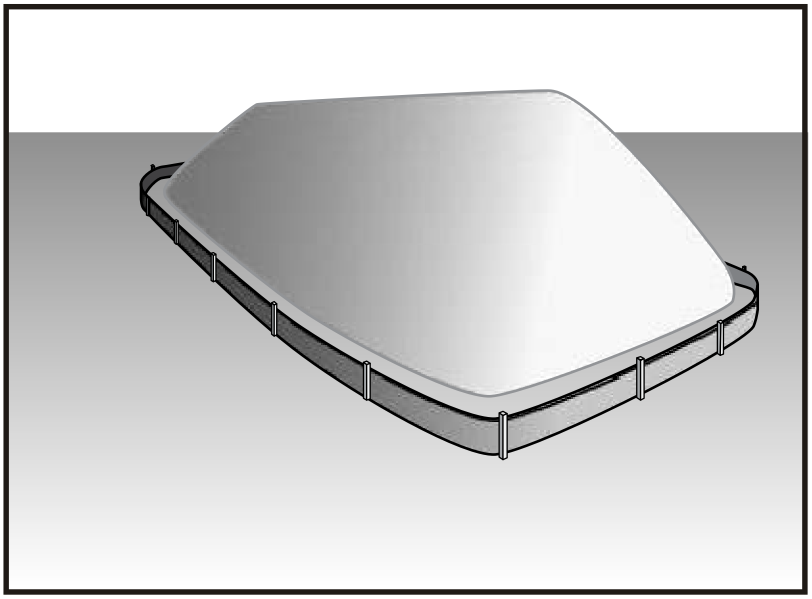
Prevent or reduce the discharge of pollutants to the storm drain system or watercourses from material use by using alternative products, minimizing hazardous material use onsite, and training employees and subcontractors.

Suitable Applications

This BMP is suitable for use at all construction projects. These procedures apply when the following materials are used or prepared onsite:

- Pesticides and herbicides
- Fertilizers
- Detergents
- Petroleum products such as fuel, oil, and grease
- Asphalt and other concrete components
- Other hazardous chemicals such as acids, lime, glues, adhesives, paints, solvents, and curing compounds
- Other materials that may be detrimental if released to the environment

Stockpile Management WM-3



Description and Purpose

Stockpile management procedures and practices are designed to reduce or eliminate air and stormwater pollution from stockpiles of soil, soil amendments, sand, paving materials such as portland cement concrete (PCC) rubble, asphalt concrete (AC), asphalt concrete rubble, aggregate base, aggregate sub base or pre-mixed aggregate, asphalt minder (so called "cold mix" asphalt), and pressure treated wood.

Suitable Applications

Implement in all projects that stockpile soil and other loose materials.

Limitations

- Plastic sheeting as a stockpile protection is temporary and hard to manage in windy conditions. Where plastic is used, consider use of plastic tarps with nylon reinforcement which may be more durable than standard sheeting.
- Plastic sheeting can increase runoff volume due to lack of infiltration and potentially cause perimeter control failure.
- Plastic sheeting breaks down faster in sunlight.
- The use of Plastic materials and photodegradable plastics should be avoided.

Implementation

Protection of stockpiles is a year-round requirement. To properly manage stockpiles:

Categories

EC	Erosion Control	
SE	Sediment Control	☒
TC	Tracking Control	
WE	Wind Erosion Control	
NS	Non-Stormwater Management Control	☒
WM	Waste Management and Materials Pollution Control	☑

Legend:

☑ **Primary Category**

☒ **Secondary Category**

Targeted Constituents

Sediment	☑
Nutrients	☑
Trash	☑
Metals	☑
Bacteria	
Oil and Grease	☑
Organics	☑

Potential Alternatives

None

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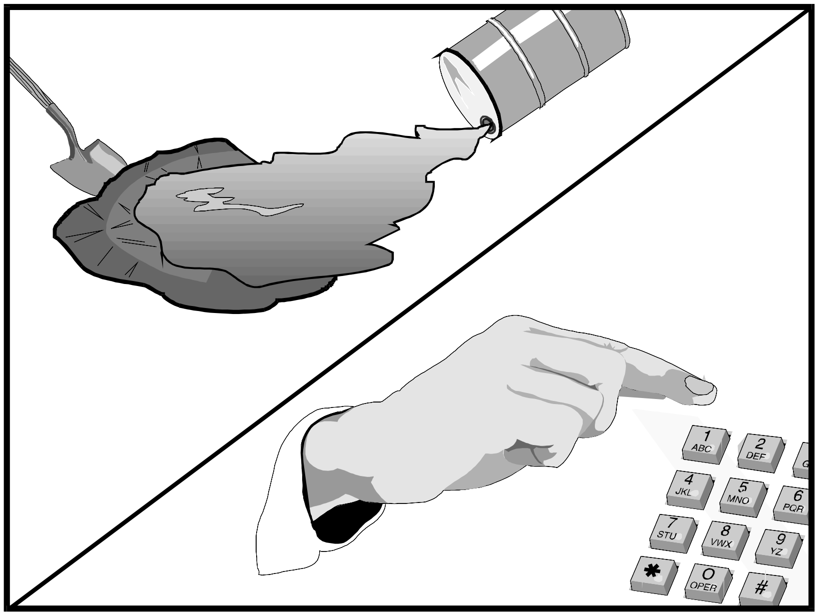
Spill Prevention and Control WM-4



Categories

EC	Erosion Control	
SE	Sediment Control	
TC	Tracking Control	
WE	Wind Erosion Control	
NS	Non-Stormwater Management Control	
WM	Waste Management and Materials Pollution Control	☑

Legend:

☑ **Primary Objective**

☒ **Secondary Objective**

Targeted Constituents

Sediment	☑
Nutrients	☑
Trash	☑
Metals	☑
Bacteria	
Oil and Grease	☑
Organics	☑

Potential Alternatives

None

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Description and Purpose

Prevent or reduce the discharge of pollutants to drainage systems or watercourses from leaks and spills by reducing the chance for spills, stopping the source of spills, containing and cleaning up spills, properly disposing of spill materials, and training employees.

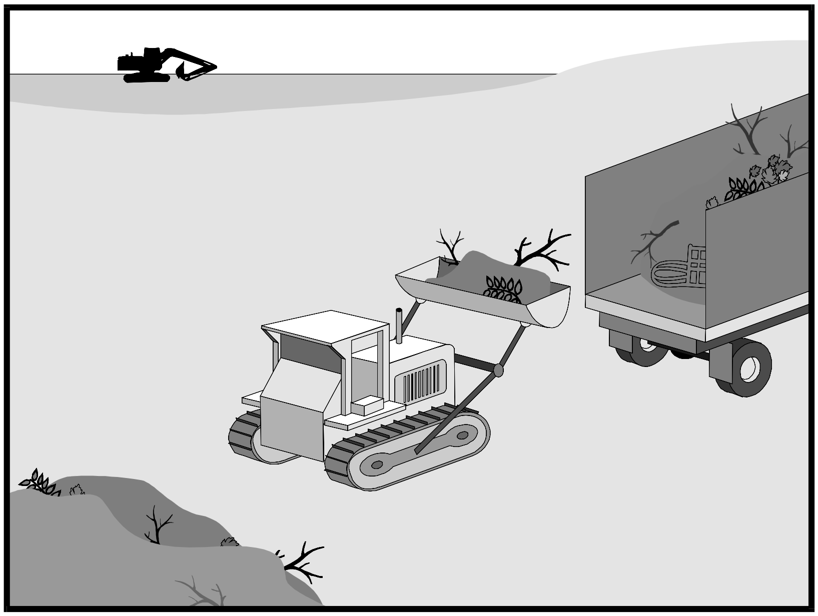
This best management practice covers only spill prevention and control. However, WM-1, Materials Delivery and Storage, and WM-2, Material Use, also contain useful information, particularly on spill prevention. For information on wastes, see the waste management BMPs in this section.

Suitable Applications

This BMP is suitable for all construction projects. Spill control procedures are implemented anytime chemicals or hazardous substances are stored on the construction site, including the following materials:

- Soil stabilizers/binders
- Dust palliatives
- Herbicides
- Growth inhibitors
- Fertilizers
- Deicing/anti-icing chemicals

Solid Waste Management WM-5



Description and Purpose

Solid waste management procedures and practices are designed to prevent or reduce the discharge of pollutants to stormwater from solid or construction waste by providing designated waste collection areas and containers, arranging for regular disposal, and training employees and subcontractors.

Suitable Applications

This BMP is suitable for construction sites where the following wastes are generated or stored:

- Solid waste generated from trees and shrubs removed during land clearing, demolition of existing structures (rubble), and building construction
- Packaging materials including wood, paper, and plastic
- Scrap or surplus building materials including scrap metals, rubber, plastic, glass pieces, and masonry products
- Domestic wastes including food containers such as beverage cans, coffee cups, paper bags, plastic wrappers, and cigarettes
- Construction wastes including brick, mortar, timber, steel and metal scraps, pipe and electrical cuttings, non-hazardous equipment parts, styrofoam and other materials used to transport and package construction materials

Categories

EC	Erosion Control	
SE	Sediment Control	
TC	Tracking Control	
WE	Wind Erosion Control	
NS	Non-Stormwater Management Control	
WM	Waste Management and Materials Pollution Control	☑

Legend:

☑ **Primary Objective**

☒ **Secondary Objective**

Targeted Constituents

Sediment	☑
Nutrients	☑
Trash	☑
Metals	☑
Bacteria	
Oil and Grease	☑
Organics	☑

Potential Alternatives

None

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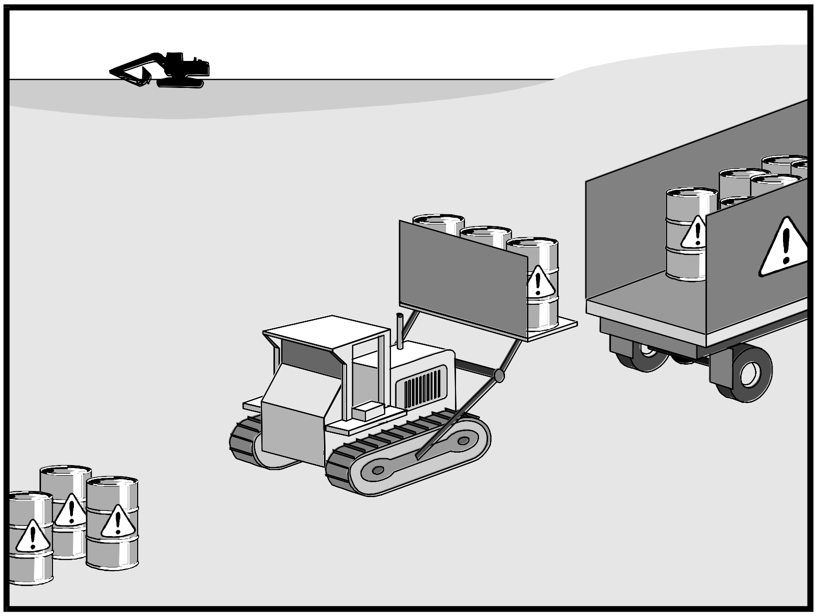
Hazardous Waste Management WM-6



Description and Purpose

Prevent or reduce the discharge of pollutants to stormwater from hazardous waste through proper material use, waste disposal, and training of employees and subcontractors.

Suitable Applications

This best management practice (BMP) applies to all construction projects. Hazardous waste management practices are implemented on construction projects that generate waste from the use of:

- Petroleum Products
- Concrete Curing Compounds
- Palliatives
- Septic Wastes
- Stains
- Wood Preservatives
- Asphalt Products
- Pesticides
- Acids
- Paints
- Solvents
- Roofing Tar
- Any materials deemed a hazardous waste in California, Title 22 Division 4.5, or listed in 40 CFR Parts 110, 117, 261, or 302

Categories

EC	Erosion Control	
SE	Sediment Control	
TC	Tracking Control	
WE	Wind Erosion Control	
NS	Non-Stormwater Management Control	
WM	Waste Management and Materials Pollution Control	☑

Legend:

☑ **Primary Objective**

☒ **Secondary Objective**

Targeted Constituents

Sediment	
Nutrients	☑
Trash	☑
Metals	☑
Bacteria	☑
Oil and Grease	☑
Organics	☑

Potential Alternatives

None

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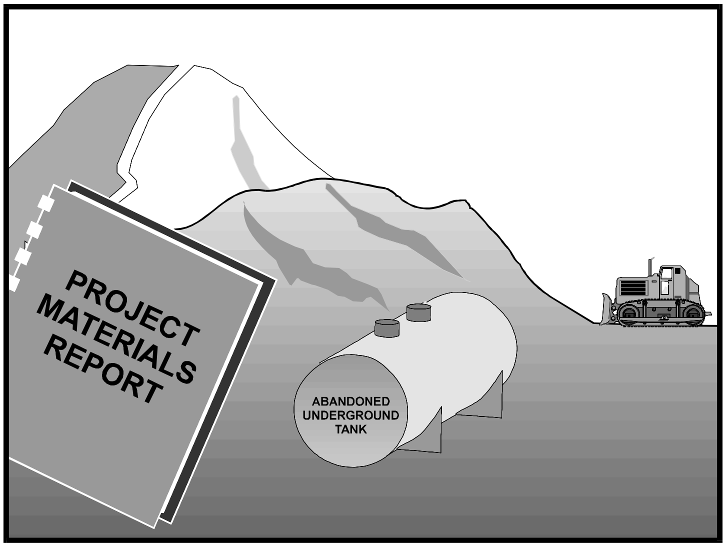
Contaminated Soil Management WM-7



Categories

EC	Erosion Control	
SE	Sediment Control	
TC	Tracking Control	
WE	Wind Erosion Control	
NS	Non-Stormwater Management Control	
WM	Waste Management and Materials Pollution Control	☑

Legend:

☑ **Primary Objective**

☒ **Secondary Objective**

Targeted Constituents

Sediment	
Nutrients	☑
Trash	☑
Metals	☑
Bacteria	☑
Oil and Grease	☑
Organics	☑

Potential Alternatives

None

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Description and Purpose

Prevent or reduce the discharge of pollutants to stormwater from contaminated soil and highly acidic or alkaline soils by conducting pre-construction surveys, inspecting excavations regularly, and remediating contaminated soil promptly.

Suitable Applications

Contaminated soil management is implemented on construction projects in highly urbanized or industrial areas where soil contamination may have occurred due to spills, illicit discharges, aerial deposition, past use and leaks from underground storage tanks.

Limitations

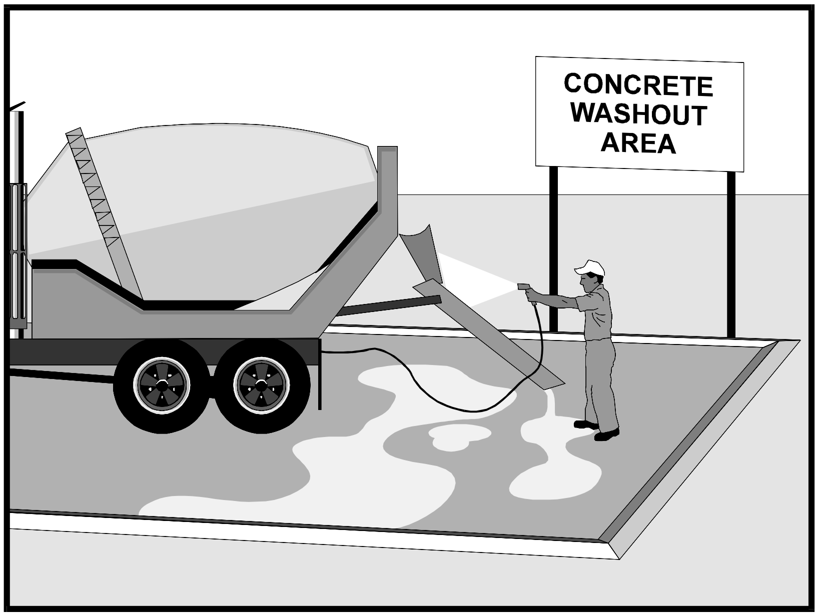
Contaminated soils that cannot be treated onsite must be disposed of offsite by a licensed hazardous waste hauler. The presence of contaminated soil may indicate contaminated water as well. See NS-2, Dewatering Operations, for more information.

The procedures and practices presented in this BMP are general. The contractor should identify appropriate practices and procedures for the specific contaminants known to exist or discovered onsite.

Implementation

Most owners and developers conduct pre-construction environmental assessments as a matter of routine. Contaminated soils are often identified during project planning and development with known locations identified in the plans, specifications and in the SWPPP. The contractor should review applicable reports and investigate appropriate call-outs in the

Concrete Waste Management WM-8



Categories

EC	Erosion Control	
SE	Sediment Control	
TC	Tracking Control	
WE	Wind Erosion Control	
NS	Non-Stormwater Management Control	☒
WM	Waste Management and Materials Pollution Control	☑

Legend:

☑ **Primary Category**

☒ **Secondary Category**

Targeted Constituents

Sediment	☑
Nutrients	
Trash	
Metals	☑
Bacteria	
Oil and Grease	
Organics	

Potential Alternatives

None

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Description and Purpose

Prevent the discharge of pollutants to stormwater from concrete waste by conducting washout onsite or offsite in a designated area, and by employee and subcontractor training.

The General Permit incorporates Numeric Action Levels (NAL) for pH (see Section 2 of this handbook to determine your project's risk level and if you are subject to these requirements).

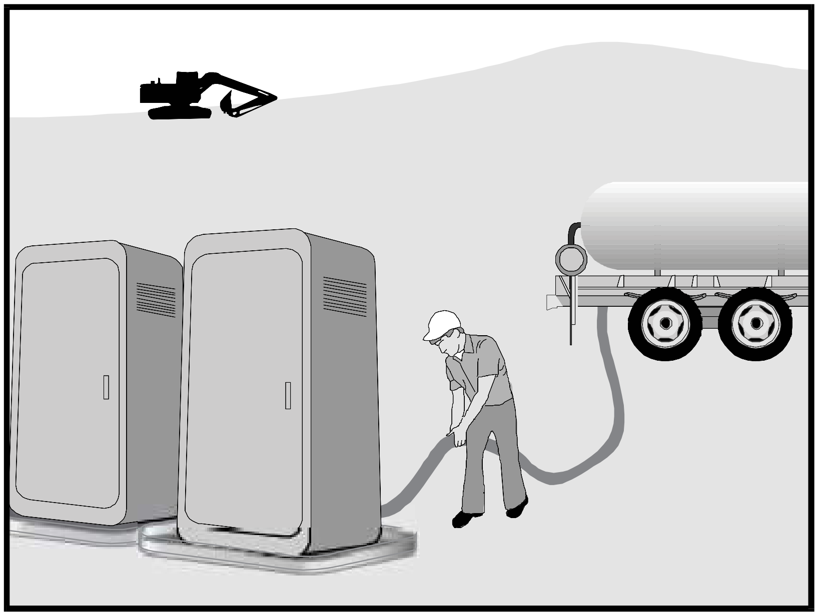
Many types of construction materials, including mortar, concrete, stucco, cement and block and their associated wastes have basic chemical properties that can raise pH levels outside of the permitted range. Additional care should be taken when managing these materials to prevent them from coming into contact with stormwater flows and raising pH to levels outside the accepted range.

Suitable Applications

Concrete waste management procedures and practices are implemented on construction projects where:

- Concrete is used as a construction material or where concrete dust and debris result from demolition activities.
- Slurries containing portland cement concrete (PCC) are generated, such as from saw cutting, coring, grinding, grooving, and hydro-concrete demolition.
- Concrete trucks and other concrete-coated equipment are washed onsite.

Sanitary/Septic Waste Management WM-9



Description and Purpose

Proper sanitary and septic waste management prevent the discharge of pollutants to stormwater from sanitary and septic waste by providing convenient, well-maintained facilities, and arranging for regular service and disposal.

Suitable Applications

Sanitary septic waste management practices are suitable for use at all construction sites that use temporary or portable sanitary and septic waste systems.

Limitations

None identified.

Implementation

Sanitary or septic wastes should be treated or disposed of in accordance with state and local requirements. In many cases, one contract with a local facility supplier will be all that it takes to make sure sanitary wastes are properly disposed.

Storage and Disposal Procedures

- Temporary sanitary facilities should be located away from drainage facilities, watercourses, and from traffic circulation. If site conditions allow, place portable facilities a minimum of 50 feet from drainage conveyances and traffic areas. When subjected to high winds or risk of high winds, temporary sanitary facilities should be secured to prevent overturning.

Categories

EC	Erosion Control	
SE	Sediment Control	
TC	Tracking Control	
WE	Wind Erosion Control	
NS	Non-Stormwater Management Control	
WM	Waste Management and Materials Pollution Control	☑

Legend:

☑ **Primary Category**

☒ **Secondary Category**

Targeted Constituents

Sediment	
Nutrients	☑
Trash	☑
Metals	
Bacteria	☑
Oil and Grease	
Organics	☑

Potential Alternatives

None

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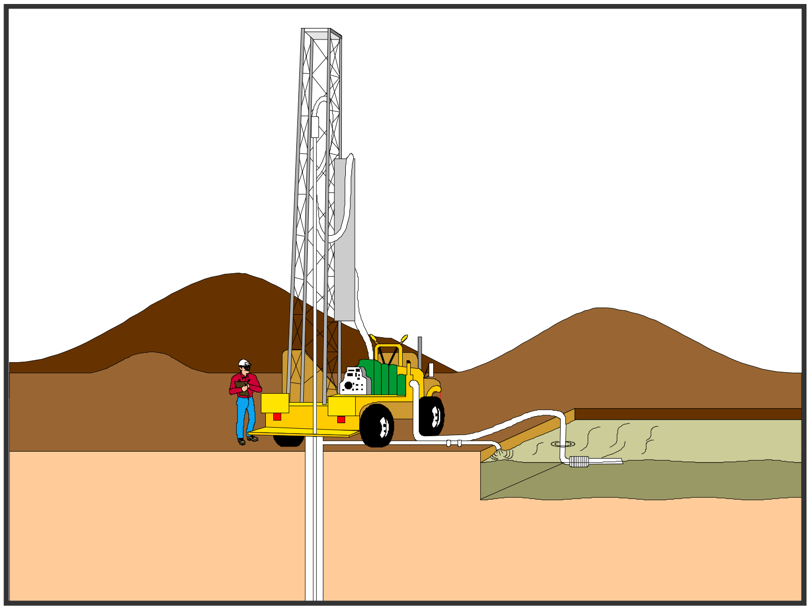
Liquid Waste Management WM-10



Categories

EC	Erosion Control	
SE	Sediment Control	
TC	Tracking Control	
WE	Wind Erosion Control	
NS	Non-Stormwater Management Control	
WM	Waste Management and Materials Pollution Control	☑

Legend:

☑ **Primary Objective**

☒ **Secondary Objective**

Targeted Constituents

Sediment	☑
Nutrients	☑
Trash	☑
Metals	☑
Bacteria	
Oil and Grease	☑
Organics	

Potential Alternatives

None

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Description and Purpose

Liquid waste management includes procedures and practices to prevent discharge of pollutants to the storm drain system or to watercourses as a result of the creation, collection, and disposal of non-hazardous liquid wastes.

Suitable Applications

Liquid waste management is applicable to construction projects that generate any of the following non-hazardous by-products, residuals, or wastes:

- Drilling slurries and drilling fluids
- Grease-free and oil-free wastewater and rinse water
- Dredgings
- Other non-stormwater liquid discharges not permitted by separate permits

Limitations

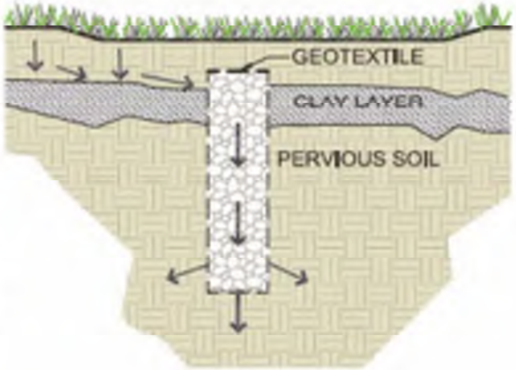
- Disposal of some liquid wastes may be subject to specific laws and regulations or to requirements of other permits secured for the construction project (e.g., NPDES permits, Army Corps permits, Coastal Commission permits, etc.).
- Liquid waste management does not apply to dewatering operations (NS-2 Dewatering Operations), solid waste management (WM-5, Solid Waste Management), hazardous wastes (WM-6, Hazardous Waste Management), or

EXHIBIT 2

TYPICAL LID BMPs

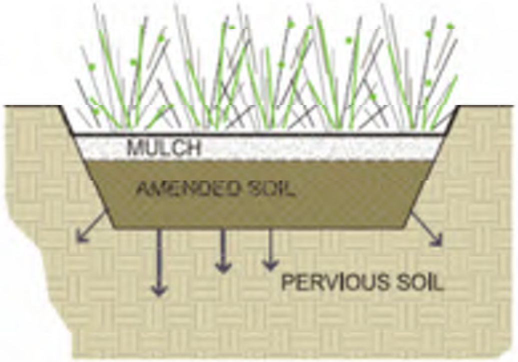
Dry Wells

A dry well is defined as an excavated, bored, drilled, or driven shaft or hole whose depth is greater than its width. Drywells are similar to infiltration trenches in their design and function, as they are designed to temporarily store and infiltrate runoff, primarily from rooftops or other impervious areas with low pollutant loading. A dry well may be either a drilled borehole filled with aggregate or a prefabricated storage chamber or pipe segment.



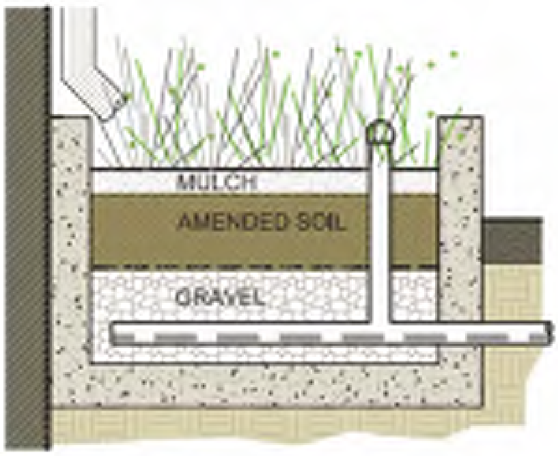
Bioretention

Bioretention stormwater treatment facilities are landscaped shallow depressions that capture and filter stormwater runoff. These facilities function as a soil and plant-based filtration device that removes pollutants through a variety of physical, biological, and chemical treatment processes. The facilities normally consist of a ponding area, mulch layer, planting soils, plantings, and, optionally, a subsurface gravel reservoir layer.

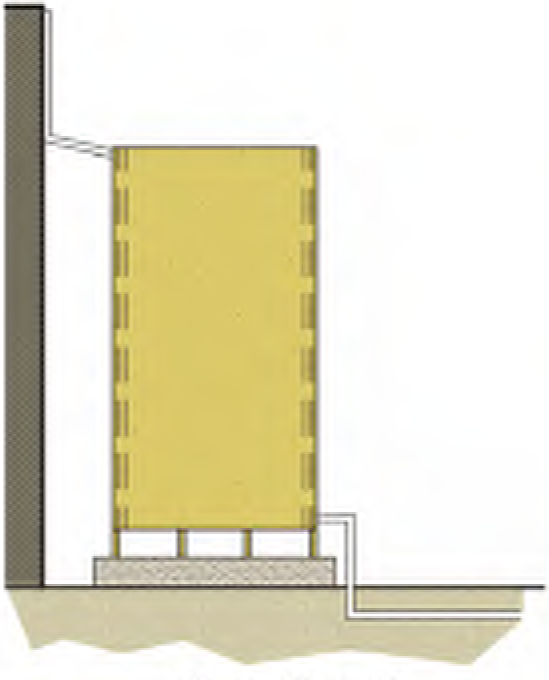


Planter Boxes

Planter boxes are bioretention treatment control measures that are completely contained within an impermeable structure with an underdrain (they do not infiltrate). They are similar to bioretention facilities with underdrains except they are situated at or above ground and are bound by impermeable walls. Planter boxes may be placed adjacent to or near buildings, other structures, or sidewalks.



4.5 CAPTURE AND USE BMPS



Cistern Example

Capture and Use refers to a specific type of BMP that operates by capturing stormwater runoff and holding it for efficient use at a later time. On a commercial or industrial scale, capture and use BMPs are typically synonomous with cisterns, which can be implemented both above and below ground. Cisterns are sized to store a specified volume of water with no surface discharge until this volume is exceeded. The primary use of captured runoff is for subsurface drip irrigation purposes. The temporary storage of roof runoff reduces the runoff volume from a property and may reduce the peak runoff velocity for small, frequently occurring storms. In addition, by reducing the amount of stormwater runoff that flows overland into a stormwater conveyance system, less pollutants are transported through the conveyance system into local streams and the ocean. The onsite use of the harvested water for non-potable domestic purposes conserves City-supplied potable water and, where directed to unpaved surfaces, can recharge groundwater in local aquifers.