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## INITIAL STUDY MITIGATED NEGATIVE DECLARATION Hollywood Community Plan Area

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### Hollywood Ivar Gardens Project

ENV-2015-2895-MND

**Project Location:** 6409 W. Sunset Boulevard, 6411 W. Sunset Boulevard, 6407 W. Sunset Boulevard, 1512 N. Cahuenga Boulevard, 1511 N. Ivar Avenue, Los Angeles, CA 90028

**Council District:** 13

**Project Description:** The Proposed Project includes the demolition of an existing fast food restaurant (“Jack in the Box”) and a surface parking lot and the construction, and development of a mixed-use building with a maximum of 275 guestroom units with kitchenettes (142 guest suites, 132 guestrooms, and 1 two-bedroom suite) and approximately 1,900 square feet of ground floor commercial space. The Proposed Project would include a maximum 21-story building that is approximately 231 feet and 3 inches above the lowest natural grade along Sunset Boulevard (ground floor with commercial space, guest accessory uses, and back of house spaces, 4 levels of subterranean parking, and 19 levels of guestroom units). Parking would be provided in four levels below grade. The Project’s parking would meet the commercial and hotel code requirements. Vehicular access to the Project Site will be provided via one main ingress/egress driveway on N. Cahuenga Boulevard to the west as well as a service entrance on Ivar Avenue to the east. On-site bicycle parking spaces, private and common open space areas, and trees will be provided as required by the LAMC. The Proposed Project will include approximately 141,895 square feet of total buildable square footage in a floor area ratio (FAR) of 6:1.

The Applicant is requesting the following discretionary approvals: (1) Vesting Zone Change to amend the ‘D’ development limitation to allow a FAR of up to 6:1; (2) Conditional Use Permit to allow the sale of a full line of alcohol for on-site consumption; (3) a Zoning Administrator’s Adjustment for a reduction of the rear yard setback, and (4) Site Plan Review. The Applicant will also request approvals and permits from the Department of Building and Safety (and other municipal agencies) for project construction activities which may include, but are not limited to, the following: excavation, shoring, grading, foundation, haul route (for the export of approximately 3,882 square feet of demolition material and approximately 56,000 cy of soil), removal of street trees, and building and tenant improvements for the Project Site.

**APPLICANT:**

R.D. Olson Development

**PREPARED BY:**

Parker Environmental Consultants

**ON BEHALF OF:**

The City of Los Angeles  
Department of City Planning  
Environmental Review Section

June 9, 2016

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APPENDIX B: GEOTECHNICAL REPORT AND SOILS APPROVAL LETTER

City of Los Angeles, Department of Building and Safety, Soils Report Approval Letter, Log # 92716, May 6, 2016.

Geotechnologies, Inc., Geotechnical Engineering Investigation: Proposed Hotel, 6409 Sunset Boulevard, Hollywood, California, September 24, 2014 revised April 8, 2016.

APPENDIX C: SOILS INVESTIGATION REPORT

Geo-Etka, Inc., Foundation Soils Investigation and Pavement Design Recommendations at the Northwest Corner of Sunset Boulevard and Cahuenga Boulevard Hollywood, Los Angeles, California for Foodmaker, Incorporated 9040 Telstar Avenue, Suite 121, El Monte, California 91731, May 21, 1985.

APPENDIX D: GREENHOUSE GAS EMISSIONS CALCULATIONS WORKSHEETS

APPENDIX E: ENVIRONMENTAL SITE ASSESSMENT

AEI Consultants, Phase I Environmental Site Assessment Property Identification: 64097 – 6409 Sunset Boulevard Los Angeles (Hollywood), Los Angeles County, California 90028, September 3, 2014.

APPENDIX F: NOISE MONITORING DATA

APPENDIX G: TRAFFIC STUDY

City of Los Angeles Department of Transportation, Internal Departmental Correspondence from Wes Pringle, Transportation Engineer to Karen Hoo, City Planner, Department of City Planning, January 6, 2016

Linscott, Law & Greenspan, Engineers, Traffic Impact Study, Ivar Gardens Hotel Project, City of Los Angeles, California, December 23, 2015.

APPENDIX H: UTILITY SERVICE RESPONSE LETTERS

APPENDIX I: CULTURAL RESOURCES RECORDS SEARCH

South Central Coastal Information Center (SCCIC), Cultural Resources Records Search for the Ivar Gardens Project, May 9, 2016.

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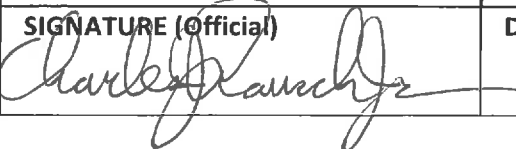
**CITY OF LOS ANGELES**

OFFICE OF THE CITY CLERK

ROOM 395, CITY HALL

LOS ANGELES, CALIFORNIA 90012

**CALIFORNIA ENVIRONMENTAL QUALITY ACT  
PROPOSED MITIGATED NEGATIVE DECLARATION**

<b>LEAD CITY AGENCY:</b> City of Los Angeles		<b>COUNCIL DISTRICT:</b> 13 – Mitch O’Farrell
<b>PROJECT TITLE:</b> Hollywood Ivar Gardens Project	<b>ENVIRONMENTAL CASE:</b> ENV-2015-2895-MND	<b>CASE NO.</b> CPC 2015-2893-VZC-HD-CUB-SPR
<b>PROJECT LOCATION</b> 6049 W. Sunset Boulevard, Los Angeles, CA 90028		
<p><b>PROJECT DESCRIPTION:</b> The Proposed Project includes the demolition of an existing fast food restaurant (“Jack in the Box”) and a surface parking lot and the construction, and development of a mixed-use building with a maximum of 275 guestroom units with kitchenettes (142 guest suites, 132 guestrooms, and 1 two-bedroom suite) and approximately 1,900 square feet of ground floor commercial space. The Proposed Project would include a maximum 21-story building that is approximately 231 feet and 3 inches above the lowest natural grade along Sunset Boulevard (ground floor with commercial space, guest accessory uses, and back of house spaces, 4 levels of subterranean parking, and 19 levels of guestroom units). Parking would be provided in four levels below grade. The Project’s parking would meet the commercial and hotel code requirements. Vehicular access to the Project Site will be provided via one main ingress/egress driveway on N. Cahuenga Boulevard to the west as well as a service entrance on Ivar Avenue to the east. On-site bicycle parking spaces, private and common open space areas, and trees will be provided as required by the LAMC. The Proposed Project will include approximately 141,895 square feet of total buildable square footage in a floor area ratio (FAR) of 6:1.</p> <p>The Applicant is requesting the following discretionary approvals: (1) Vesting Zone Change and Height District Change to amend the ‘D’ development limitation to allow a FAR of up to 6:1; (2) Conditional Use Permit to allow the sale of a full line of alcohol for on-site consumption; (3) a Zoning Administrator’s Adjustment for a reduction of the rear yard setback, and (4) Site Plan Review. The Applicant will also request approvals and permits from the Department of Building and Safety (and other municipal agencies) for project construction activities which may include, but are not limited to, the following: excavation, shoring, grading, foundation, haul route (for the export of approximately 3,882 square feet of demolition material and approximately 56,000 cy of soil), removal of street trees, and building and tenant improvements for the Project Site.</p>		
<b>NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY</b> R.D. Olson Development 520 Newport Center Drive, Suite 600 Newport Beach, CA 92660		
<b>FINDING:</b> The Department of City Planning of the City of Los Angeles has proposed that a Mitigated Negative Declaration be adopted for this Project. The mitigation measures outlined on the attached pages will reduce any potentially significant adverse effects to a level of insignificance.		
<b>SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED</b>		
Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-maker may adopt the MND, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.		
<b>THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.</b>		
<b>NAME OF PERSON PREPARING FORM</b> Jordann Turner	<b>TITLE</b> City Planner	<b>TELEPHONE NUMBER</b> (213) 978-1365
<b>ADDRESS</b> 200 North Spring Street, 7 <sup>th</sup> Floor Los Angeles, CA 90012	<b>SIGNATURE (Official)</b> 	<b>DATE</b>

# CITY OF LOS ANGELES

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

## CALIFORNIA ENVIRONMENTAL QUALITY ACT

### INITIAL STUDY and CHECKLIST (CEQA Guidelines Section 15063)

<b>LEAD CITY AGENCY:</b> City of Los Angeles	<b>COUNCIL DISTRICT:</b> CD 13	<b>DATE:</b> June 9, 2016
<b>RESPONSIBLE AGENCIES:</b> Department of City Planning		
<b>ENVIRONMENTAL CASE:</b> ENV-2015-2895-MND	<b>RELATED CASES:</b> CPC 2015-2893-VZC-HD-CUB-SPR	
<b>PREVIOUS ACTIONS CASE NO.</b>	<input type="checkbox"/> DOES have significant changes from previous actions. <input type="checkbox"/> DOES NOT have significant changes from previous actions.	
<p><b>PROJECT DESCRIPTION:</b> The Proposed Project includes the demolition of an existing fast food restaurant ("Jack in the Box") and a surface parking lot and the construction, and development of a mixed-use building with a maximum of 275 guestroom units with kitchenettes (142 guest suites, 132 guestrooms, and 1 two-bedroom suite) and approximately 1,900 square feet of ground floor commercial space. The Proposed Project would include a maximum 21-story building that is approximately 231 feet and 3 inches above the lowest natural grade along Sunset Boulevard (ground floor with commercial space, guest accessory uses, and back of house spaces, 4 levels of subterranean parking, and 19 levels of guestroom units). Parking would be provided in four levels below grade. The Project's parking would meet the commercial and hotel code requirements. Vehicular access to the Project Site will be provided via one main ingress/egress driveway on N. Cahuenga Boulevard to the west as well as a service entrance on Ivar Avenue to the east. On-site bicycle parking spaces, private and common open space areas, and trees will be provided as required by the LAMC. The Proposed Project will include approximately 141,895 square feet of total buildable square footage in a floor area ratio (FAR) of 6:1.</p> <p>The Applicant is requesting the following discretionary approvals: (1) Vesting Zone Change and Height District Change to amend the 'D' development limitation to allow a FAR of up to 6:1; (2) Conditional Use Permit to allow the sale of a full line of alcohol for on-site consumption; (3) a Zoning Administrator's Adjustment for a reduction of the rear yard setback, and (4) Site Plan Review. The Applicant will also request approvals and permits from the Department of Building and Safety (and other municipal agencies) for project construction activities which may include, but are not limited to, the following: excavation, shoring, grading, foundation, haul route (for the export of approximately 3,882 square feet of demolition material and approximately 56,000 cy of soil), removal of street trees, and building and tenant improvements for the Project Site.</p>		
<p><b>ENVIRONMENTAL SETTING:</b> The Project Site is located on one parcel that includes 23,651 square feet of lot area (0.54 acres). The Project Site is currently developed with a fast food restaurant ("Jack in the Box") and a surface parking lot. The surrounding properties are developed with commercial/retail, restaurants, a movie theater, a for-profit college, and surface parking lots. The Project Site is not within an Alquist-Priolo Fault Zone, but is located within 1.03 km from the Hollywood Fault. The Project Site is not within a liquefaction zone, landslide area, a tsunami-prone area, flood-prone area, Hillside Grading Area, high-risk fire zone, or a High Wind Velocity Area. The Project Site is located within the Hollywood Community Plan area, Sunset and Vine Business Improvement District, Hollywood Supplemental Use District, Hollywood Redevelopment Project area, Los Angeles State Enterprise Zone, and the Revised Hollywood Injunction. Further details are provided in the expanded IS/MND analysis (attached).</p>		
<b>PROJECT LOCATION:</b> 6409 W. Sunset Boulevard, Los Angeles, CA 90028		
<b>COMMUNITY PLAN AREA:</b> Hollywood <b>STATUS:</b> <input type="checkbox"/> Preliminary <input type="checkbox"/> Proposed <input checked="" type="checkbox"/> Adopted (2003)	<input checked="" type="checkbox"/> Does Conform to Plan <input type="checkbox"/> Does NOT Conform to Plan	<b>AREA PLANNING COMMISSION:</b> Central
		<b>CERTIFIED NEIGHBORHOOD COUNCIL:</b> Central Hollywood
<b>EXISTING ZONING:</b> C4-2D-SN	<b>MAX DENSITY ZONING:</b> 4.5:1	<b>LA River Adjacent:</b> No
<b>GENERAL PLAN LAND USE:</b> Regional Center Commercial	<b>MAX. DENSITY PLAN:</b> 6:1 with TFAR or CPC approval	<b>PROPOSED PROJECT DENSITY:</b> 6:1 FAR

**Determination (To be completed by Lead Agency)****On the basis of this initial evaluation:**

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

  
Signature

City Planner  
Title

(213) 978-1365  
Phone

**Evaluation of Environmental Impacts:**

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly

explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analysis,” as described in (5) below, may be cross referenced).

5. Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
  - a. Earlier Analysis Used. Identify and state where they are available for review.
  - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c. Mitigation Measures. For effects that are “Less Than Significant With Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated
7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whichever format is selected.
9. The explanation of each issue should identify:
  - a. The significance criteria or threshold, if any, used to evaluate each question; and
  - b. The mitigation measure identified, if any, to reduce the impact to less than significant.

#### Environmental Factors Potentially Affected:

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

<input type="checkbox"/> AESTHETICS <input type="checkbox"/> AGRICULTURE AND FOREST RESOURCES <input type="checkbox"/> AIR QUALITY <input type="checkbox"/> BIOLOGICAL RESOURCES <input type="checkbox"/> CULTURAL RESOURCES <input type="checkbox"/> GEOLOGY AND SOILS	<input type="checkbox"/> GREENHOUSE GAS EMISSIONS <input checked="" type="checkbox"/> HAZARDS AND HAZARDOUS MATERIALS <input type="checkbox"/> HYDROLOGY AND WATER QUALITY <input checked="" type="checkbox"/> LAND USE AND PLANNING <input type="checkbox"/> MINERAL RESOURCES <input checked="" type="checkbox"/> NOISE	<input type="checkbox"/> POPULATION AND HOUSING <input type="checkbox"/> PUBLIC SERVICES <input type="checkbox"/> RECREATION <input checked="" type="checkbox"/> TRANSPORTATION/CIRCULATION <input type="checkbox"/> UTILITIES <input checked="" type="checkbox"/> MANDATORY FINDINGS OF SIGNIFICANCE
<b>INITIAL STUDY CHECKLIST</b> (To be completed by the Lead City Agency) <b>PROPONENT NAME:</b> Anthony Wrzosek, R.D. Olson Development <b>APPLICANTS ADDRESSES:</b> R.D. Olson Development 2955 Main Street, 3 <sup>rd</sup> Floor Irvine, California 92614 <b>AGENCY REQUIRING CHECKLIST:</b> City of Los Angeles Department of City Planning <b>PROPOSAL NAME (If Applicable):</b> Hollywood Ivar Gardens Project		
<b>PHONE NUMBER:</b> (949) 271-1109		<b>DATE SUBMITTED:</b> March 30, 2016



		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>PLEASE NOTE THAT EACH AND EVERY RESPONSE IN THE CITY OF LOS ANGELES INITIAL STUDY AND CHECKLIST IS SUMMARIZED FROM AND BASED UPON THE ENVIRONMENTAL ANALYSIS CONTAINED IN ATTACHEMENT B, EXPLANATION OF CHECKLIST DETERMINATIONS. PLEASE REFER TO THE APPLICABLE RESPONSE IN ATTACHMENT B FOR A DETAILED DISCUSSION OF CHECKLIST DETERMINATIONS.</b>					
<b>I. AESTHETICS</b>					
a.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON A SCENIC VISTA?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	SUBSTANTIALLY DAMAGE SCENIC RESOURCES, INCLUDING, BUT NOT LIMITED TO, TREES, ROCK OUTCROPPINGS, AND HISTORIC BUILDINGS, OR OTHER LOCALLY RECOGNIZED DESIRABLE AESTHETIC NATURAL FEATURE WITHIN A CITY-DESIGNATED SCENIC HIGHWAY?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF THE SITE AND ITS SURROUNDINGS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>II. AGRICULTURE AND FOREST RESOURCES</b>					
a.	CONVERT PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATEWIDE IMPORTANCE, AS SHOWN ON THE MAPS PREPARED PURSUANT TO THE FARMLAND MAPPING AND MONITORING PROGRAM OF THE CALIFORNIA RESOURCES AGENCY, TO NON-AGRICULTURAL USE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	CONFLICT WITH EXISTING ZONING FOR AGRICULTURAL USE, OR A WILLIAMSON ACT CONTRACT?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	CONFLICT WITH EXISTING ZONING FOR, OR CAUSE REZONING OF, FOREST LAND (AS DEFINED IN PUBLIC RESOURCES CODE SECTION 1220(G)), TIMBERLAND (AS DEFINED BY PUBLIC RESOURCES CODE SECTION 4526), OR TIMBERLAND ZONED TIMBERLAND PRODUCTION (AS DEFINED BY GOVERNMENT CODE SECTION 51104(G))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	RESULT IN THE LOSS OF FOREST LAND OR CONVERSION OF FOREST LAND TO NON-FOREST USE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	INVOLVE OTHER CHANGES IN THE EXISTING ENVIRONMENT WHICH, DUE TO THEIR LOCATION OR NATURE, COULD RESULT IN CONVERSION OF FARMLAND, TO NON-AGRICULTURAL USE OR CONVERSION OF FOREST LAND TO NON-FOREST USE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>III. AIR QUALITY</b>					
a.	CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE SCAQMD AIR QUALITY MANAGEMENT PLAN OR CONGESTION MANAGEMENT PLAN?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	VIOLATE ANY AIR QUALITY STANDARD OR CONTRIBUTE SUBSTANTIALLY TO AN EXISTING OR PROJECTED AIR QUALITY VIOLATION?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF ANY CRITERIA POLLUTANT FOR WHICH THE AIR BASIN IS NON-ATTAINMENT (OZONE, CARBON MONOXIDE, & PM 10) UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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e.	CREATE OBJECTIONABLE ODORS AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>IV. BIOLOGICAL RESOURCES</b>					
a.	HAVE A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATION, ON ANY SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL STATUS SPECIES IN LOCAL OR REGIONAL PLANS, POLICIES, OR REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE ?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN THE CITY OR REGIONAL PLANS, POLICIES, REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON FEDERALLY PROTECTED WETLANDS AS DEFINED BY SECTION 404 OF THE CLEAN WATER ACT (INCLUDING, BUT NOT LIMITED TO, MARSH VERNAL POOL, COASTAL, ETC.) THROUGH DIRECT REMOVAL, FILLING, HYDROLOGICAL INTERRUPTION, OR OTHER MEANS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	INTERFERE SUBSTANTIALLY WITH THE MOVEMENT OF ANY NATIVE RESIDENT OR MIGRATORY FISH OR WILDLIFE SPECIES OR WITH ESTABLISHED NATIVE RESIDENT OR MIGRATORY WILDLIFE CORRIDORS, OR IMPEDE THE USE OF NATIVE WILDLIFE NURSERY SITES?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	CONFLICT WITH ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, SUCH AS TREE PRESERVATION POLICY OR ORDINANCE (E.G., OAK TREES OR CALIFORNIA WALNUT WOODLANDS)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f.	CONFLICT WITH THE PROVISIONS OF AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL COMMUNITY CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>V. CULTURAL RESOURCES</b>					
a.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF A HISTORICAL RESOURCE AS DEFINED IN STATE CEQA SECTION 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO STATE CEQA SECTION 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	DISTURB ANY HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF FORMAL CEMETERIES?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>VI. GEOLOGY AND SOILS</b>					
a.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING: 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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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	FAULT? REFER TO DIVISION OF MINES AND GEOLOGY SPECIAL PUBLICATION 42.				
b.	STRONG SEISMIC GROUND SHAKING?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	LANDSLIDES?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f.	BE LOCATED ON A GEOLOGIC UNIT OR SOIL THAT IS UNSTABLE, OR THAT WOULD BECOME UNSTABLE AS A RESULT OF THE PROJECT, AND POTENTIAL RESULT IN ON- OR OFF-SITE LANDSLIDE, LATERAL SPREADING, SUBSIDENCE, LIQUEFACTION, OR COLLAPSE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g.	BE LOCATED ON EXPANSIVE SOIL, AS DEFINED IN TABLE 18-1-B OF THE UNIFORM BUILDING CODE (1994), CREATING SUBSTANTIAL RISKS TO LIFE OR PROPERTY?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h.	HAVE SOILS INCAPABLE OF ADEQUATELY SUPPORTING THE USE OF SEPTIC TANKS OR ALTERNATIVE WASTE WATER DISPOSAL SYSTEMS WHERE SEWERS ARE NOT AVAILABLE FOR THE DISPOSAL OF WASTE WATER?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>VII. GREENHOUSE GAS EMISSIONS</b>					
a.	GENERATE GREENHOUSE GAS EMISSIONS, EITHER DIRECTLY OR INDIRECTLY, THAT MAY HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	CONFLICT WITH AN APPLICABLE PLAN, POLICY OR REGULATION ADOPTED FOR THE PURPOSE OF REDUCING THE EMISSIONS OF GREENHOUSE GASES?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>III. HAZARDS AND HAZARDOUS MATERIALS</b>					
a.	CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING OR PROPOSED SCHOOL?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	BE LOCATED ON A SITE WHICH IS INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES COMPILED PURSUANT TO GOVERNMENT CODE SECTION 65962.5 AND, AS A RESULT, WOULD IT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR THE PEOPLE RESIDING OR WORKING IN THE AREA?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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g.	IMPAIR IMPLEMENTATION OF OR PHYSICALLY INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h.	EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING WILDLAND FIRES, INCLUDING WHERE WILDLANDS ARE ADJACENT TO URBANIZED AREAS OR WHERE RESIDENCES ARE INTERMIXED WITH WILDLANDS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>IX. HYDROLOGY AND WATER QUALITY</b>					
a.	VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	SUBSTANTIALLY DEplete GROUNDWATER SUPPLIES OR INTERFERE WITH GROUNDWATER RECHARGE SUCH THAT THERE WOULD BE A NET DEFICIT IN AQUIFER VOLUME OR A LOWERING OF THE LOCAL GROUNDWATER TABLE LEVEL (E.G., THE PRODUCTION RATE OF PRE-EXISTING NEARBY WELLS WOULD DROP TO A LEVEL WHICH WOULD NOT SUPPORT EXISTING LAND USES OR PLANNED LAND USES FOR WHICH PERMITS HAVE BEEN GRANTED)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, IN A MANNER WHICH WOULD RESULT IN SUBSTANTIAL EROSION OR SILTATION ON- OR OFF-SITE?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, OR SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF IN AN MANNER WHICH WOULD RESULT IN FLOODING ON- OR OFF SITE?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	CREATE OR CONTRIBUTE RUNOFF WATER WHICH WOULD EXCEED THE CAPACITY OF EXISTING OR PLANNED STORMWATER DRAINAGE SYSTEMS OR PROVIDE SUBSTANTIAL ADDITIONAL SOURCES OF POLLUTED RUNOFF?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f.	OTHERWISE SUBSTANTIALLY DEGRADE WATER QUALITY?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g.	PLACE HOUSING WITHIN A 100-YEAR FLOOD PLAIN AS MAPPED ON FEDERAL FLOOD HAZARD BOUNDARY OR FLOOD INSURANCE RATE MAP OR OTHER FLOOD HAZARD DELINEATION MAP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h.	PLACE WITHIN A 100-YEAR FLOOD PLAIN STRUCTURES WHICH WOULD IMPEDE OR REDIRECT FLOOD FLOWS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i.	EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INQUIRY OR DEATH INVOLVING FLOODING, INCLUDING FLOODING AS A RESULT OF THE FAILURE OF A LEVEE OR DAM?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j.	INUNDATION BY SEICHE, TSUNAMI, OR MUDFLOW?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>X. LAND USE AND PLANNING</b>					
a.	PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	CONFLICT WITH APPLICABLE LAND USE PLAN, POLICY OR REGULATION OF AN AGENCY WITH JURISDICTION OVER THE PROJECT (INCLUDING BUT NOT LIMITED TO THE GENERAL PLAN, SPECIFIC PLAN, COASTAL PROGRAM, OR ZONING ORDINANCE) ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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c.	CONFLICT WITH ANY APPLICABLE HABITAT CONSERVATION PLAN OR NATURAL COMMUNITY CONSERVATION PLAN?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XI. MINERAL RESOURCES</b>					
a.	RESULT IN THE LOSS OF AVAILABILITY OF A KNOWN MINERAL RESOURCE THAT WOULD BE OF VALUE TO THE REGION AND THE RESIDENTS OF THE STATE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	RESULT IN THE LOSS OF AVAILABILITY OF A LOCALLY-IMPORTANT MINERAL RESOURCE RECOVERY SITE DELINEATED ON A LOCAL GENERAL PLAN, SPECIFIC PLAN, OR OTHER LAND USE PLAN?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XII. NOISE</b>					
a.	EXPOSURE OF PERSONS TO OR GENERATION OF NOISE IN LEVEL IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	EXPOSURE OF PEOPLE TO OR GENERATION OF EXCESSIVE GROUND BORNE VIBRATION OR GROUND BORNE NOISE LEVELS?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	A SUBSTANTIAL PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	A SUBSTANTIAL TEMPORARY OR PERIODIC INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XIII. POPULATION AND HOUSING</b>					
a.	INDUCE SUBSTANTIAL POPULATION GROWTH IN AN AREA EITHER DIRECTLY (FOR EXAMPLE, BY PROPOSING NEW HOMES AND BUSINESSES) OR INDIRECTLY (FOR EXAMPLE, THROUGH EXTENSION OF ROADS OR OTHER INFRASTRUCTURE)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	DISPLACE SUBSTANTIAL NUMBERS OF EXISTING HOUSING NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	DISPLACE SUBSTANTIAL NUMBERS OF PEOPLE NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XIV. PUBLIC SERVICES</b>					
a.	FIRE PROTECTION?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	POLICE PROTECTION?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	SCHOOLS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	PARKS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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e.	OTHER PUBLIC FACILITIES?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>XV. RECREATION</b>					
a.	WOULD THE PROJECT INCREASE THE USE OF EXISTING NEIGHBORHOOD AND REGIONAL PARKS OR OTHER RECREATIONAL FACILITIES SUCH THAT SUBSTANTIAL PHYSICAL DETERIORATION OF THE FACILITY WOULD OCCUR OR BE ACCELERATED?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	DOES THE PROJECT INCLUDE RECREATIONAL FACILITIES OR REQUIRE THE CONSTRUCTION OR EXPANSION OF RECREATIONAL FACILITIES WHICH MIGHT HAVE AN ADVERSE PHYSICAL EFFECT ON THE ENVIRONMENT?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>XVI. TRANSPORTATION/CIRCULATION</b>					
a.	CONFLICT WITH AN APPLICABLE PLAN, ORDINANCE OR POLICY ESTABLISHING MEASURES OF EFFECTIVENESS FOR THE PERFORMANCE OF THE CIRCULATION SYSTEM, TAKING INTO ACCOUNT ALL MODES OF TRANSPORTATION INCLUDING MASS TRANSIT AND NON-MOTORIZED TRAVEL AND RELEVANT COMPONENTS OF THE CIRCULATION SYSTEM, INCLUDING BUT NOT LIMITED TO INTERSECTIONS, STREETS, HIGHWAYS AND FREEWAYS, PEDESTRIAN AND BICYCLE PATHS AND MASS TRANSIT?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	CONFLICT WITH AN APPLICABLE CONGESTION MANAGEMENT PROGRAM, INCLUDING BUT NOT LIMITED TO LEVEL OF SERVICE STANDARDS AND TRAVEL DEMAND MEASURES, OR OTHER STANDARDS ESTABLISHED BY THE COUNTY CONGESTION MANAGEMENT AGENCY FOR DESIGNATED ROADS OR HIGHWAYS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	RESULT IN A CHANGE IN AIR TRAFFIC PATTERNS, INCLUDING EITHER AN INCREASE IN TRAFFIC LEVELS OR A CHANGE IN LOCATION THAT RESULTS IN SUBSTANTIAL SAFETY RISKS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	SUBSTANTIALLY INCREASE HAZARDS TO A DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	RESULT IN INADEQUATE EMERGENCY ACCESS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f.	CONFLICT WITH ADOPTED POLICIES, PLANS OR PROGRAMS REGARDING PUBLIC TRANSIT, BICYCLE, OR PEDESTRIAN FACILITIES, OR OTHERWISE DECREASE THE PERFORMANCE OR SAFETY OF SUCH FACILITIES?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XVII. UTILITIES</b>					
a.	EXCEED WASTEWATER TREATMENT REQUIREMENTS OF THE APPLICABLE REGIONAL WATER QUALITY CONTROL BOARD?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW WATER OR WASTEWATER TREATMENT FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW STORMWATER DRAINAGE FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	HAVE SUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT FROM EXISTING ENTITLEMENTS AND RESOURCE, OR ARE	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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	NEW OR EXPANDED ENTITLEMENTS NEEDED?				
e.	RESULT IN A DETERMINATION BY THE WASTEWATER TREATMENT PROVIDER WHICH SERVES OR MAY SERVE THE PROJECT THAT IT HAS ADEQUATE CAPACITY TO SERVE THE PROJECT'S PROJECTED DEMAND IN ADDITION TO THE PROVIDER'S EXISTING COMMITMENTS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f.	BE SERVED BY A LANDFILL WITH SUFFICIENT PERMITTED CAPACITY TO ACCOMMODATE THE PROJECT'S SOLID WASTE DISPOSAL NEEDS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g.	COMPLY WITH FEDERAL, STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>XVIII. MANDATORY FINDINGS OF SIGNIFICANCE</b>					
a.	DOES THE PROJECT HAVE THE POTENTIAL TO DEGRADE THE QUALITY OF THE ENVIRONMENT, SUBSTANTIALLY REDUCE THE HABITAT OF FISH OR WILDLIFE SPECIES, CAUSE A FISH OR WILDLIFE POPULATION TO DROP BELOW SELF-SUSTAINING LEVELS, THREATEN TO ELIMINATE A PLANT OR ANIMAL COMMUNITY, REDUCE THE NUMBER OR RESTRICT THE RANGE OF A RARE OR ENDANGERED PLANT OR ANIMAL OR ELIMINATE IMPORTANT EXAMPLES OF THE MAJOR PERIODS OF CALIFORNIA HISTORY OR PREHISTORY?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	DOES THE PROJECT HAVE IMPACTS WHICH ARE INDIVIDUALLY LIMITED, BUT CUMULATIVELY CONSIDERABLE? ("CUMULATIVELY CONSIDERABLE" MEANS THAT THE INCREMENTAL EFFECTS OF AN INDIVIDUAL PROJECT ARE CONSIDERABLE WHEN VIEWED IN CONNECTION WITH THE EFFECTS OF PAST PROJECTS, THE EFFECTS OF OTHER CURRENT PROJECTS, AND THE EFFECTS OF PROBABLE FUTURE PROJECTS).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	DOES THE PROJECT HAVE ENVIRONMENTAL EFFECTS WHICH CAUSE SUBSTANTIAL ADVERSE EFFECTS ON HUMAN BEINGS, EITHER DIRECTLY OR INDIRECTLY?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

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

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

The project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as **ENV-2015-2895-MND** and the associated case(s), **CPC 2015-2893-VZC-HD-CUB-SPR**. Finally, based on the fact that these impacts can be feasibly mitigated to less than significant, and based on the findings and thresholds for Mandatory Findings of Significance as described in the California Environmental Quality Act, section 15065, the overall project impacts(s) on the environment (after mitigation) **will not**:

- Substantially degrade environmental quality.
- Substantially reduce fish or wildlife habitat.
- Cause a fish or wildlife habitat to drop below self sustaining levels.
- Threaten to eliminate a plant or animal community.
- Reduce number, or restrict range of a rare, threatened, or endangered species.
- Eliminate important examples of major periods of California history or prehistory.
- Achieve short-term goals to the disadvantage of long-term goals.
- Result in environmental effects that are individually limited but cumulatively considerable.
- Result in environmental effects that will cause substantial adverse effects on human beings.

ADDITIONAL INFORMATION:

All supporting documents and references are contained in the Environmental Case File referenced above and may be viewed in the EIR Unit, Room 763, City Hall.

For City information, addresses, and phone numbers: visit the City's website at <http://www.lacity.org>; City Planning- and Zoning Information Mapping Automated System (ZIMAS) [cityplanning.lacity.org/](http://cityplanning.lacity.org/) or EIR Unit, City Hall, 200 N Spring Street, Room 763. Seismic Hazard Maps – <http://gmw.consrv.ca.gov/shmp/> Engineering/Infrastructure/Topographic Maps/Parcel Information – <http://boemaps.eng.ci.la.ca.us/index0.1htm> or City's main website under the heading "Navigate LA."

PREPARED BY:	TITLE:	TELEPHONE NO.:	DATE:
Jordann Turner	City Planner	(213) 978-1365	March 30, 2016



## APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

	Impact	Explanation	Mitigation Measures
<b>I. AESTHETICS</b>			
a.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
c.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
d.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
<b>II. AGRICULTURAL RESOURCES</b>			
a.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
c.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
d.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
e.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
<b>III. AIR QUALITY</b>			
a.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
c.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
d.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
e.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
<b>IV. BIOLOGICAL RESOURCES</b>			
a.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
c.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
d.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
e.	Potentially Significant Unless Mitigation Incorporated.	See expanded environmental analysis (attached).	BIO-1
f.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
<b>V. CULTURAL RESOURCES</b>			
a.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
c.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
d.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
<b>VI. GEOLOGY AND SOILS</b>			
a.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
c.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
d.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
e.	Potentially Significant Unless Mitigation Incorporated.	See expanded environmental analysis (attached).	GEO-1, GEO-2
f.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
g.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
h.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
<b>VII. GREENHOUSE GAS EMISSIONS</b>			
a.	Less Than Significant Impact.	See expanded environmental analysis (attached).	GHG-1, GHG-2

	Impact	Explanation	Mitigation Measures
b.	Less Than Significant Impact.	See expanded environmental analysis (attached).	GHG-1, GHG-2
<b>VIII. HAZARDS AND HAZARDOUS MATERIALS</b>			
a.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	Potentially Significant Unless Mitigation Incorporated.	See expanded environmental analysis (attached).	VIII-150, VIII-10
c.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
d.	Potentially Significant Unless Mitigation Incorporated.	See expanded environmental analysis (attached).	VIII-150, VIII-10
e.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
f.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
g.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
h.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
<b>IX. HYDROLOGY AND WATER QUALITY</b>			
a.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
c.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
d.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
e.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
f.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
g.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
h.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
i.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
j.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
<b>X. LAND USE AND PLANNING</b>			
a.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
c.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
<b>XI. MINERAL RESOURCES</b>			
a.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
<b>XII. NOISE</b>			
a.	Potentially Significant Unless Mitigation Incorporated.	See expanded environmental analysis (attached).	N-1, N-2, N-3, N-4, N-5, N-6
b.	Potentially Significant Unless Mitigation Incorporated.	See expanded environmental analysis (attached).	N-1, N-2, N-3, N-4, N-5, N-6
c.	Less than Significant Impact	See expanded environmental analysis (attached).	No mitigation measures are required.
d.	Potentially Significant Unless Mitigation Incorporated.	See expanded environmental analysis (attached).	N-1, N-2, N-3, N-4, N-5, N-6
e.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
f.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
<b>XIII. POPULATION AND HOUSING</b>			
a.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
c.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.

	Impact	Explanation	Mitigation Measures
<b>XIV. PUBLIC SERVICES</b>			
a.i	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
a.ii	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
a.iii	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
a.iv.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
a.v.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
<b>XV. RECREATION</b>			
a.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
<b>XVI. TRANSPORTATION/CIRCULATION</b>			
a.	Potentially Significant Unless Mitigation Incorporated.	See expanded environmental analysis (attached).	TRAFFIC-1, TRAFFIC-2, TRAFFIC-3, TRAFFIC-4
b.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
c.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
d.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
e.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
f.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
<b>XVII. UTILITIES AND SERVICE SYSTEMS</b>			
a.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
c.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
d.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
e.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
f.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
g.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
<b>XVIII. MANDATORY FINDINGS OF SIGNIFICANCE</b>			
a.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
c.	Potentially Significant Impact Unless Mitigation Incorporated.	See expanded environmental analysis (attached).	See mitigation measures BIO-1, GEO-1, GEO-2, HAZ-1, GHG-1, GHG-2, N-1, N-2, N-3, N-4, N-5, N-6, TRAFFIC-1, TRAFFIC-2, TRAFFIC-3, TRAFFIC-4, above.

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**SUMMARY OF MITIGATION MEASURES****AESTHETICS**

No mitigation measures are required.

**AGRICULTURE AND FORESTRY RESOURCES**

No mitigation measures are required.

**AIR QUALITY**

No mitigation measures are required.

**BIOLOGICAL RESOURCES****BIO-1 Tree Removal (Public Right-of-Way)**

- Removal of trees in the public right-of-way requires approval by the Board of Public Works. The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works (213-847-3077). The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. All replacement trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

**CULTURAL RESOURCES**

No mitigation measures are required.

**GEOLOGY AND SOILS****GEO-1 Grading (20,000 Cubic Yards, or 60,000 Square Feet of Surface Area or Greater)**

- The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

**GEO-2 Erosion/Grading/Short-Term Construction Impacts**

- Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety. Additional provisions are required for grading activities within Hillside areas. The application of BMPs includes but is not limited to the following mitigation measures:
- A deputy grading inspector shall be on-site during grading operations, at the owner's expense, to verify compliance with these conditions. The deputy inspector shall report weekly to the Department of Building and Safety (LADBS); however, they shall immediately notify LADBS if any conditions are violated.

- “Silt fencing” supported by hay bales and/or sand bags shall be installed based upon the final evaluation and approval of the deputy inspector to minimize water and/or soil from going through the chain link fencing potentially resulting in silt washing off-site and creating mud accumulation impacts.
- “Orange fencing” shall not be permitted as a protective barrier from the secondary impacts normally associated with grading activities.
- Movement and removal of approved fencing shall not occur without prior approval by LADBS.

**GREENHOUSE GAS EMISSIONS**

- GHG-1** Low- and non-VOC containing paints, sealants, adhesives, solvents, asphalt primer, and architectural coatings (where used), or pre-fabricated architectural panels shall be used in the construction of the Project to reduce VOC emissions to the maximum extent practicable.
- GHG-2** Any new construction shall include 20 percent of parking spaces set aside for EV ready parking.

**HAZARDS AND HAZARDOUS MATERIALS****HAZ-1 Hazardous Materials Site**

- Prior to the issuance of any use of land, grading, or building permit, the applicant shall obtain a sign-off from the Fire Department indicating that all on-site hazardous materials, including contamination of the soil and groundwater, have been suitably remediated, or that the proposed project will not impede proposed or on-going remediation measures.

**HAZ-2 Emergency Evacuation Plan (Building over 75 feet in height)**

- Prior to the issuance of a building permit, the applicant shall develop an emergency response plan in consultation with the Fire Department. The emergency response plan shall include but not be limited to the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals, and fire departments.

**HYDROLOGY AND WATER QUALITY**

No mitigation measures are required.

**LAND USE AND PLANNING**

No mitigation measures are required.

**MINERAL RESOURCES**

No mitigation measures are required.

**NOISE****Increased Noise Levels (Demolition, Grading, and Construction Activities)**

- N-1** Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- N-2** To the maximum extent practical, demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- N-3** The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
- N-4** An acoustical sound blanket shall be erected along the Project Site's northerly property line to absorb construction noise levels generated by earthmoving equipment and foundation construction.
- N-5** An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive noise levels. Any reasonable complaints shall be rectified within 24 hours of their receipt.
- N-6** The Applicant shall provide a courtesy notice of the project's construction related activities to adjacent business owners a minimum of two weeks prior to commencement of construction.

**POPULATION AND HOUSING**

No Mitigation Measures are required.

**PUBLIC SERVICES**

No Mitigation Measures are required.

**RECREATION**

No Mitigation Measures are required.

**TRANSPORTATION AND TRAFFIC****Increase Vehicle Trips/Congestion**

- TRAFFIC-1** Implementing measure(s) detailed in DOT's communication to the Planning Department (DOT Case No. CEN 15-43958 dated January 6, 2016, See Appendix G to this MND) shall

be complied with. Such report and mitigation measure(s) are incorporated herein by reference.

**TRAFFIC-2** A Construction work site traffic control plan shall be submitted to DOT for review and approval in accordance with the LAMC prior to the start of any construction work. The plans shall show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. All construction related traffic shall be restricted to off-peak hours.

**TRAFFIC-3** All delivery truck loading and unloading shall take place on site or within the boundaries of an approved traffic control plan and the alley.

**TRAFFIC-4** The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.

The applicant shall be limited to no more than two trucks at any given time within the site's staging area.

There shall be no staging of hauling trucks on any streets adjacent to the project, unless specifically approved as a condition of an approved haul route.

No hauling shall be done before 9 a.m. or after 3 p.m.

Trucks shall be spaced so as to discourage a convoy effect.

On substandard hillside streets, only one hauling truck shall be allowed on the street at any time.

A minimum of two flag persons are required. One flag person is required at the entrance to the project site and one flag person at the next intersection along the haul route.

Truck crossing signs are required within 300 feet of the exit of the project site in each direction.

The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times shall provide reasonable control of dust caused by wind.

Loads shall be secured by trimming and watering or may be covered to prevent the spilling or blowing of the earth material.

Trucks and loads are to be cleaned at the export site to prevent blowing dirt and spilling of loose earth.

No person shall perform grading within areas designated "hillside" unless a copy of the permit is in the possession of a responsible person and available at the site for display upon request.

A log documenting the dates of hauling and the number of trips (i.e. trucks) per day shall be available on the job site at all times.

The applicant shall identify a construction manager and provide a telephone number for any inquiries or complaints from residents regarding construction activities. The telephone number shall be posted at the site readily visible to any interested party during site preparation, grading and construction.

**TRAFFIC-5** The Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the Applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as k-rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.

Temporary pedestrian facilities shall be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.

Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.

The Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

#### **UTILITIES AND SERVICE SYSTEMS**

No Mitigation Measures are required.

#### **MANDATORY FINDINGS OF SIGNIFICANCE**

See Mitigation Measures above.

**END**



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## I. INTRODUCTION

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### PROJECT INFORMATION

Project Title: Hollywood Ivar Gardens

Project Location: 6409 W. Sunset Boulevard; 6411 W. Sunset Boulevard; 6407 W. Sunset Boulevard;  
1512 N. Cahuenga Boulevard; 1511 N. Ivar Avenue;  
Los Angeles, CA 90028

Project Applicant: R.D. Olson Development  
2955 Main Street, Third Floor  
Irvine, CA 92614

Lead Agency: City of Los Angeles  
Department of City Planning  
200 N. Spring Street, Room 763  
Los Angeles, CA 90012

### PROJECT SUMMARY

The Proposed Project includes the demolition of an existing fast food restaurant (“Jack in the Box”) and a surface parking lot and the construction, and development of a mixed-use building with a maximum of 275 guestroom units with kitchenettes (142 guest suites, 132 guestrooms, and 1 two-bedroom suite) and approximately 1,900 square feet of ground floor commercial space. The Proposed Project would include a maximum 21-story building that is approximately 231 feet and 3 inches above the lowest natural grade along Sunset Boulevard (ground floor with commercial space, guest accessory uses, and back of house spaces, 4 levels of subterranean parking, and 19 levels of guestroom units). Parking would be provided in four levels below grade. The Project’s parking would meet the commercial and hotel code requirements. Vehicular access to the Project Site will be provided via one main ingress/egress driveway on N. Cahuenga Boulevard to the west as well as a service entrance on Ivar Avenue to the east. On-site bicycle parking spaces, private and common open space areas, and trees will be provided as required by the LAMC. The Proposed Project will include approximately 141,895 square feet of total buildable square footage in a floor area ratio (FAR) of 6:1.

The Applicant is requesting the following discretionary approvals: (1) Vesting Zone Change and Height District Change to amend the ‘D’ development limitation to allow a FAR of up to 6:1; (2) Conditional Use Permit to allow the sale of a full line of alcohol for on-site consumption; (3) a Zoning Administrator’s Adjustment for a reduction of the rear yard setback, and (4) Site Plan Review. The Applicant will also request approvals and permits from the Department of Building and Safety (and other municipal agencies) for project construction activities which may include, but are not limited to, the

following: excavation, shoring, grading, foundation, haul route (for the export of approximately 3,882 square feet of demolition material and approximately 56,000 cy of soil), removal of street trees, and building and tenant improvements for the Project Site.

## **ORGANIZATION OF THE INITIAL STUDY**

This expanded IS/MND is organized into six sections as follows:

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

**Introduction:** This Section provides introductory information such as the Proposed Project title, the Project Applicant, and the lead agency for the Proposed Project.

**Project Description:** This Section provides a detailed description of the Proposed Project including the environmental setting, project characteristics, related project information, and environmental clearance requirements.

**Environmental Impact Analysis:** This Section contains an assessment and discussion of impacts for each environmental issue identified in the Initial Study Checklist. Where the evaluation identifies potentially significant effects, mitigation measures are provided to reduce such impacts to less-than-significant levels.

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

**References, Acronyms and Abbreviations:** This Section includes various documents and information used and referenced during the preparation of the IS, along with a list of commonly used acronyms.

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## II. PROJECT DESCRIPTION

### A. PROJECT LOCATION

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#### PROJECT LOCATION

The Project Site is located in the Hollywood area in the City of Los Angeles, California, within the boundaries of the Hollywood Community Plan. As shown in Figure II-1, Project Location Map, the Project Site is comprised of one parcel, Assessor's Parcel Number (APN) 5546-012-011, and is approximately 23,651 square feet of lot area (0.543 acres). The Project Site's property addresses, APN, land use and lot area are summarized in Table II-1, Summary of the Project Site Area, below.

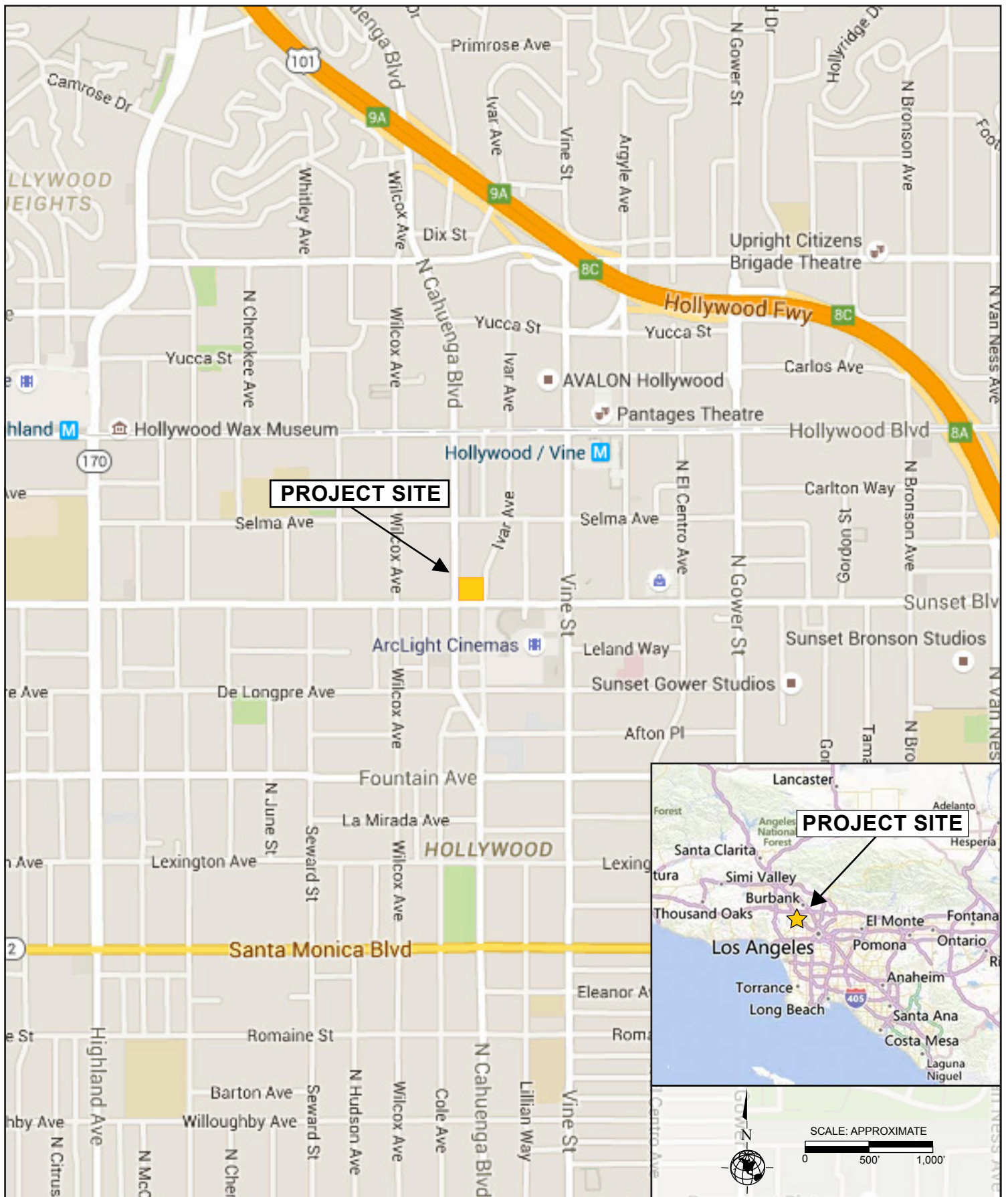
**Table II-1**  
**Summary of Project Site Area**

Addresses	APN	Existing Land Use	Lot Area (square feet)
6409 W. Sunset Boulevard 6411 W. Sunset Boulevard 6407 W. Sunset Boulevard 1512 N. Cahuenga Boulevard 1511 N. Ivar Avenue	5546-012-011	Fast Food Restaurant ("Jack in the Box") and Asphalt paved parking lot	23,651 square feet
<i>Sources: City of Los Angeles, Department of City Planning, City of Los Angeles Zoning Information and Map Access System (ZIMAS), Parcel Profile Report, website: <a href="http://www.zimas.lacity.org">www.zimas.lacity.org</a>, accessed December 2015.</i>			

The Project Site is generally bounded by Ivar Avenue to the east; W. Sunset Boulevard to the south; N. Cahuenga Boulevard to the west; and one to two story commercial buildings to the north.

#### REGIONAL AND LOCAL ACCESS

Primary vehicular access to the Project Site is provided by the Hollywood Freeway (US-101) to the northeast. Local street access is provided by Ivar Avenue, which borders the Project Site to the east, and is designated as a "Local Street-Standard". W. Sunset Boulevard, which borders the Project Site to the south, is a designated Avenue I. N. Cahuenga Boulevard, which borders the Project Site to the west, is a designated Avenue II (Modified). Other important roadways that could provide access to the Project Site within the vicinity include Hollywood Boulevard, an Avenue I located 0.3 miles north of the Project Site; Vine Street, an Avenue II located 0.1 miles east of the Project Site; Wilcox Avenue, an Avenue III (Modified) located 0.1 miles west of the Project Site; and De Longpre Avenue, a Local Street located 0.1 miles south of the Project Site.



Source: Google Base Map, Street View, 2015.

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## **ZONING AND LAND USE DESIGNATIONS**

### **Zoning Designation**

The Project Site is zoned C4-2D-SN. There is no building height limit for the underlying C4 Zone. The 2D designation indicates that the Project Site is located in Height District 2, which, according to LAMC Section 12.21.1.A, does not specify a maximum height and prohibits the total floor area from exceeding six times the buildable area of the lot. The ‘D’ development limitation in Ordinance 165,660 restricts the Project Site’s floor area ratio (FAR) to 3:1. However, this FAR may be exceeded provided that a project conforms to the Hollywood Redevelopment Plan and the Transportation Program, complies with a Disposition and Development Agreement or Owner Participation Agreement, and is approved by the City Planning Commission or the City Council. Lastly, the SN designation indicates that the Project Site is located in a Sign District, specifically the Hollywood Signage Supplemental Use District. Under LAMC Section 13.11.A., Sign Districts allow special sign regulations designed to enhance the theme or unique qualities of that district, or which eliminate blight through a sign reduction program. Figure II-2, Zoning and General Plan Land Use Designations, shows the existing zonings and land use designations on the Project Site and in the surrounding area.

### **Hollywood Community Plan**

The Project Site is located within the Hollywood Community Plan (“Community Plan”) area of the City of Los Angeles (“City”). The Community Plan is “intended to promote an arrangement of land use, circulation, and services which will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the Community, within the larger framework of the City.”<sup>1</sup>

The Project Site is designated for Regional Center Commercial land uses under the Hollywood Community Plan. The corresponding zones for Regional Center Commercial are the C2, C4, P, PB, RAS3, and RAS4. Thus, the Regional Center Commercial land use designation is consistent with the Project Site’s C4 zoning designation.

### **Hollywood Redevelopment Plan**

The Project Site is located within the Hollywood Redevelopment Plan Project Area. The Hollywood Redevelopment Plan, effective July 12, 2003, is valid until July 12, 2033.<sup>2</sup> While AB1X-26 dissolved redevelopment agencies and called for the wind-up of their affairs, the land use regulations of the Hollywood Redevelopment Plan remain in effect. Accordingly, the Proposed Project will be reviewed by the Successor Agency to the CRA/LA for compliance with the Hollywood Redevelopment Project Plan.

Within the Hollywood Redevelopment Project Area, the Project Site is located within the area designated as Commercial. The Redevelopment Plan’s objective for the Commercial area is to be maintained, developed and used for Community, Highway Oriented, Neighborhood and Office, or Regional Center

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<sup>1</sup> *City of Los Angeles Department of City Planning, Hollywood Community Plan (pg. HO-1).*

<sup>2</sup> *City of Los Angeles Community Redevelopment Agency, Redevelopment Plan for the Hollywood Redevelopment Project, 2003.*

Commercial uses.<sup>3</sup> The Hollywood Redevelopment Plan permits development on the Project Site to an allowable floor area ratio (FAR) of up to 4.5 times the buildable area of the site. However, the Hollywood Community Plan states: “Proposed development in excess of 4.5:1 FAR up to 6:1 FAR may be permitted provided that certain objectives set forth in the Redevelopment Plan subsection 506.2.3 are met.”<sup>4</sup> As such, per the Redevelopment Plan, a maximum of 6:1 FAR is possible through CPC approval.

### **Hollywood Signage Supplemental Use District**

The Project Site is located within the Hollywood Signage Supplemental Use District. The Hollywood Signage Supplemental Use District, effective November 17, 2010, is Ordinance No. 181340 intended to promote the continuing contribution of signage to the Hollywood aesthetic.<sup>5</sup> The purpose of the Hollywood Signage Supplemental Use District is to implement the goals of the Hollywood Community Plan and Redevelopment Plan.

### **Other Plans and Policies**

The Project Site is located within the Sunset and Vine Business Improvement District. The Sunset and Vine Business Improvement District is a geographically defined area that provides safety and security; maintenance, streetscape and beautification; marketing and consulting; district management, policy development and administration; and contingency/city fees/reserve for non-pay services for individually assessed parcels within the boundaries of the district through increased commerce, business attraction and retention, increased property rental income, and through enhanced overall safety and image.<sup>6</sup> Project Site is also located within several planning policy areas that have been adopted for the purposes of incentivizing development and/or providing specific development standards that are appropriate for the Project area. Namely, these plans and policy areas include the following: the Hollywood Redevelopment Project area, Los Angeles State Enterprise Zone, and the Revised Hollywood Injunction.

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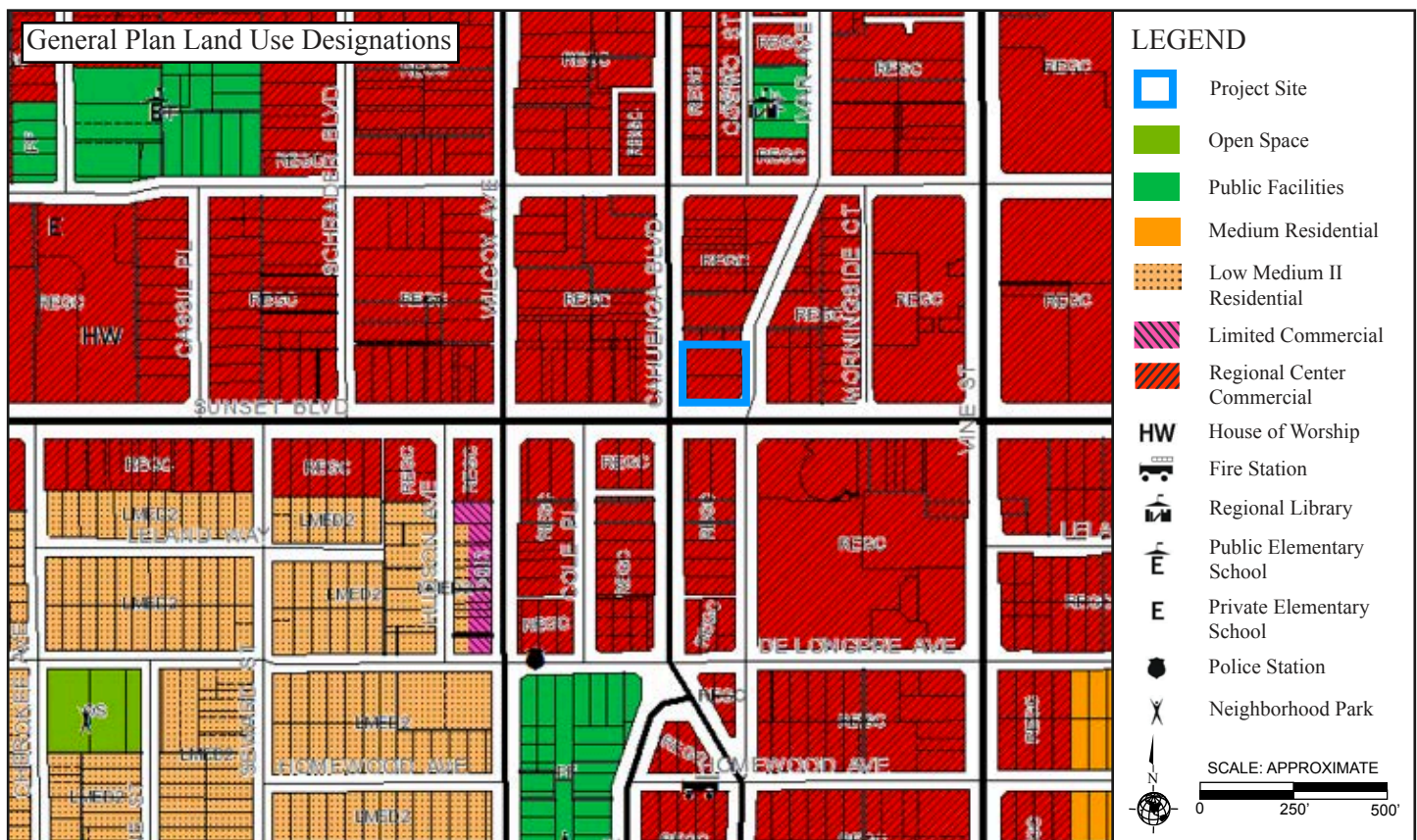
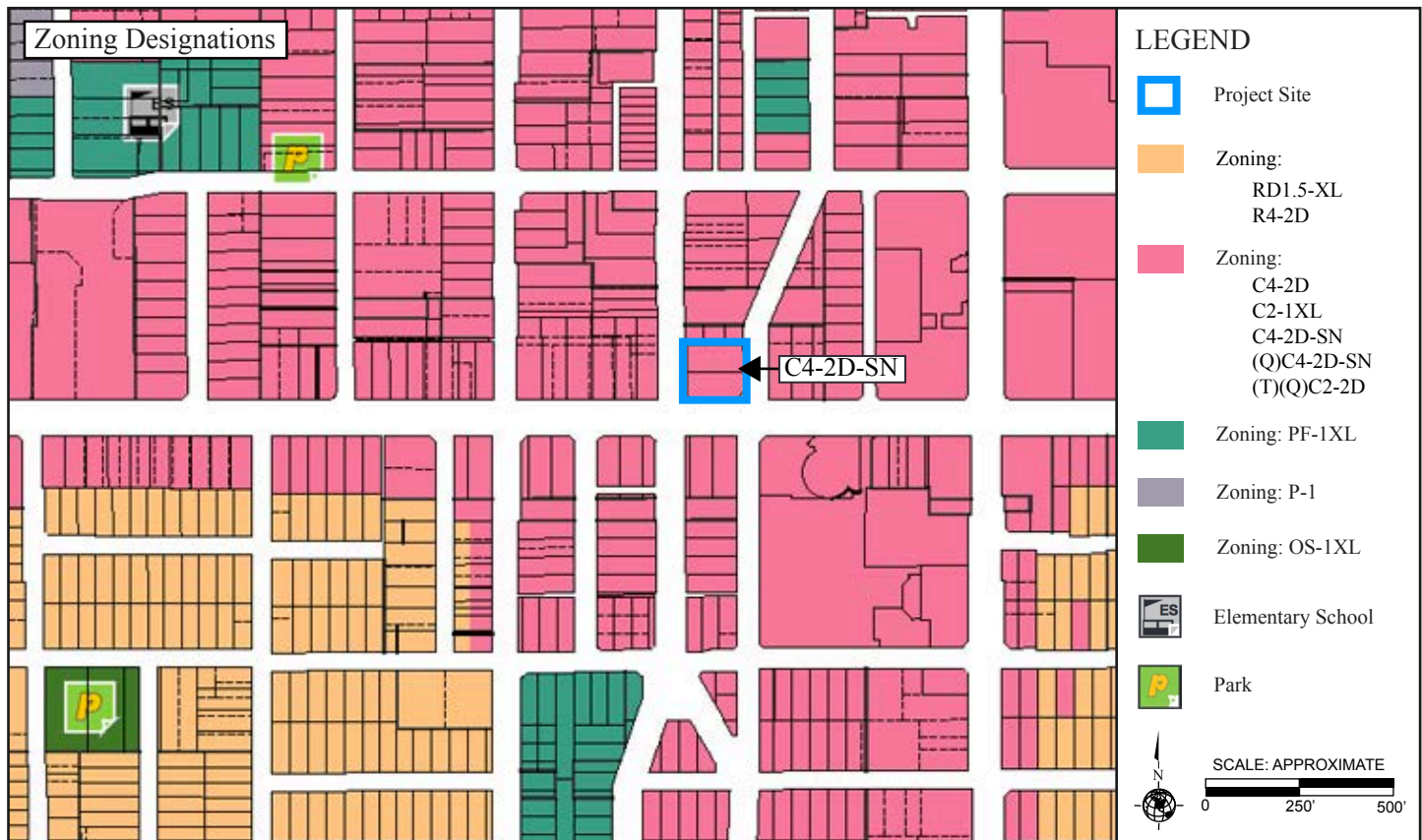
<sup>3</sup> *City of Los Angeles Community Redevelopment Agency, Redevelopment Plan for the Hollywood Redevelopment Project, 2003.*

<sup>4</sup> *City of Los Angeles Department of City Planning, Hollywood Community Plan (pg. HO-6).*

<sup>5</sup> *City of Los Angeles, Ordinance No. 181340, website:*  
*[http://planning.lacity.org/Code\\_Studies/Other/HwdSignOrd.pdf](http://planning.lacity.org/Code_Studies/Other/HwdSignOrd.pdf), accessed July 2015.*

<sup>6</sup> *City of Los Angeles, Management District Plan for the renewal of the Sunset & Vine Property and Business Improvement District, June 24, 2011.*





Source: Zimas, City of Los Angeles, Department of City Planning, 2015; and Parker Environmental Consultants, 2015.

## EXISTING CONDITIONS

The Project Site is improved with a 3,973 square foot one story fast-food restaurant (“Jack in the Box”) with drive-through service and a 25 space surface parking lot. An aerial photograph identifying the Project Site and its surrounding land uses is depicted in Figure II-3, Aerial Photograph of the Project Site and Surrounding Land Uses. Figure II-3 also identifies the location points for the Project Site and surrounding land use photographs shown in Figure II-4 and Figure II-5, respectively. Vehicular access to the Project Site is provided via three driveway curb cuts including one driveway on N. Cahuenga Avenue, one driveway on W. Sunset Boulevard, and one driveway on Ivar Avenue. The Project Site contains minimal ornamental vegetation. There are two mature trees, an existing ficus tree along W. Sunset Boulevard and a palm tree along N. Cahuenga Boulevard within the public right-of-way, directly adjacent to the Project Site. There are a number of exterior lighting fixtures and posts around the perimeter of the property that effectively illuminate the site during evening hours. Additionally, there are two streetlights within the public right-of-way on the corner of W. Sunset Boulevard and Ivar Avenue and on the corner of W. Sunset Boulevard and N. Cahuenga Boulevard, adjacent to the Project Site. (See Figure II-5, Photographs of the Project Site.)

## SURROUNDING LAND USES

The properties surrounding the Project Site include commercial/retail, restaurants, a movie theater, a for-profit college, and surface parking lots. Photographs of the land uses immediately surrounding the Project Site are provided in Figure II-5, Photographs of the Surrounding Land Uses.

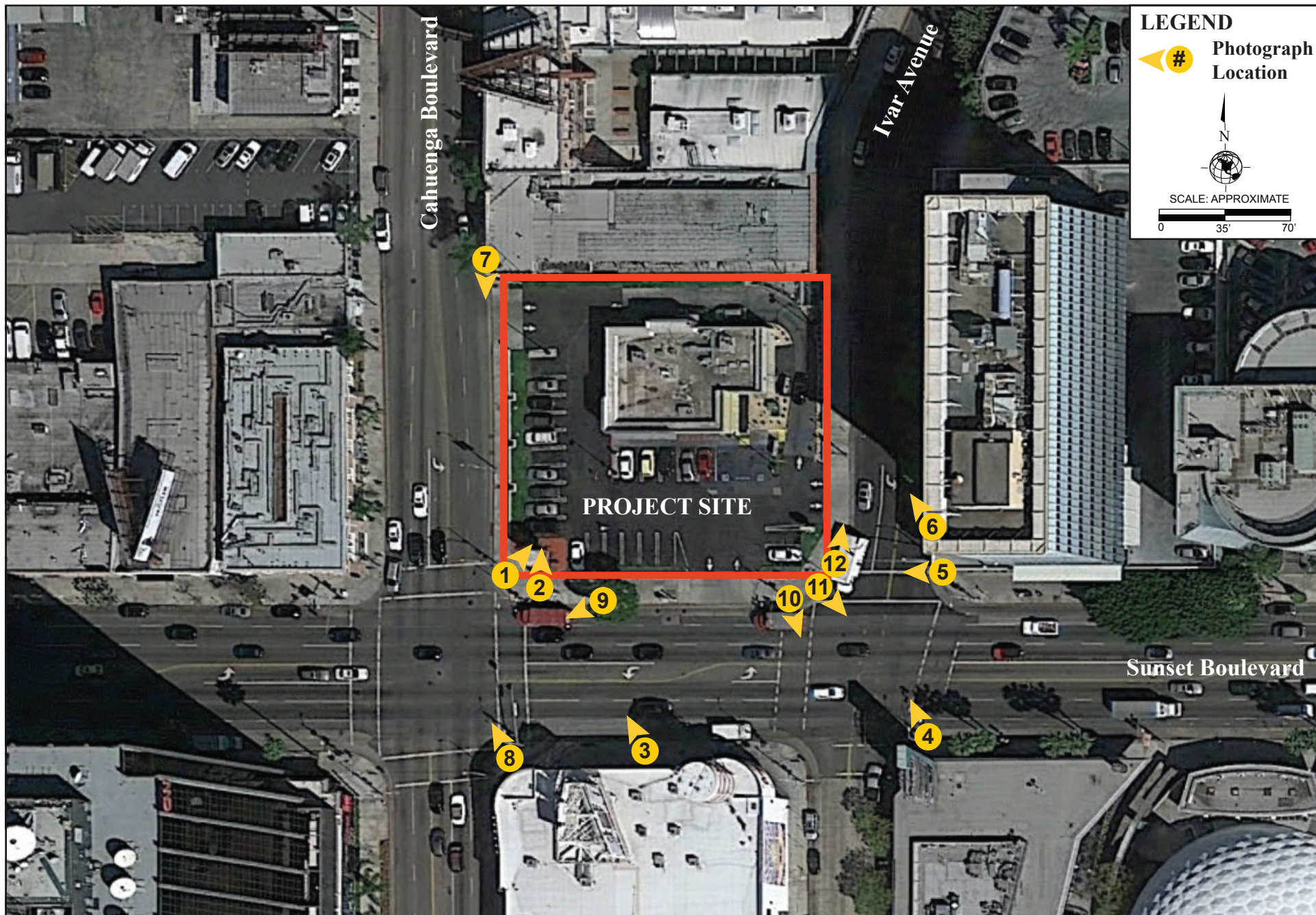
East: To the east of the Project Site, across Ivar Avenue, is the Los Angeles Film School, a for-profit college offering associate and bachelor degrees related to the entertainment industry, located at 6353 W. Sunset Boulevard. The Los Angeles Film School is approximately 9 stories in height and is zoned C4-2D. (See Figure II-5, Views 8 and 9).

West: To the west of the Project Site, across N. Cahuenga Boulevard, are land uses that include commercial/retail and restaurants between one to two stories in height, fronting N. Cahuenga Boulevard. Properties to the west are zoned C4-2D. (See Figure II-4, Views 2, 3, and 5, and Figure II-5, Views 11 and 12).

North: To the immediate north of the Project Site are land uses that include commercial/retail, industrial, restaurants, and a commercial recording studio between one to two stories in height, fronting N. Cahuenga Boulevard and Ivar Avenue. Properties to the north are zoned C4-2D. (See Figure II-4, View 4 and View 5, and Figure II-5, View 7).

South: To the south of the Project Site, across from W. Sunset Boulevard, is the two-story Amoeba Music building, an independent record store. To the southeast of the Project Site is the Cinerama Dome, a movie theater, and the Dome Entertainment Centre, which includes commercial/retail land uses. Properties to the south are one to two stories in height and zoned C4-2D. (See Figure II-5, View 10).





Source: Parker Environmental Consultants, July 2, 2015.





View 1: From the northeast corner of the intersection of Sunset Boulevard and Cahuenga Boulevard, looking northeast at the Project Site.



View 2: From the northeast corner of the intersection of Sunset Boulevard and Cahuenga Boulevard, looking north at the Project Site.



View 3: From the south side of Sunset Boulevard, looking northwest at the Project Site.



View 4: From the southeast corner of the intersection of Sunset Boulevard and Ivar Avenue, looking northwest at the Project Site.



View 5: From the northeast corner of the intersection of Sunset Boulevard and Ivar Avenue, looking west at the Project Site.



View 6: From the east side of Ivar Avenue, looking northwest at the Project Site.

Sources: Parker Environmental Consultants, 2015.





View 7: From the east side of Cahuenga Boulevard, looking south along Cahuenga Boulevard at the land uses to the south and southwest of the Project Site.



View 8: From the southeast corner of the intersection of Sunset Boulevard and Cahuenga Boulevard, looking northwest at the land uses west of the Project Site.



View 9: From the north side of Sunset Boulevard, looking southwest along Sunset Boulevard at the land uses west of the Project Site.



View 10: From the northwest corner of the intersection of Sunset Boulevard and Ivar Avenue, looking south along Ivar Avenue at the land uses south of the Project Site.



View 11: From the northwest corner of the intersection of Sunset Boulevard and Ivar Avenue, looking southeast at the land uses southeast of the Project Site.



View 12: From the northwest corner of the intersection of Sunset Boulevard and Ivar Avenue, looking north along Ivar Avenue at the land uses east of the Project Site.

Sources: Parker Environmental Consultants, 2015.

## HIGH PRIORITY TRANSIT AREA

In 2013, the State of California enacted Senate Bill 743 (SB 743), which provides that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.” Public Resources Code Section 21099 defines a “transit priority area” as an area within one-half 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.” Public Resources Code 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.” Public Resources Code Section 21061.3 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.

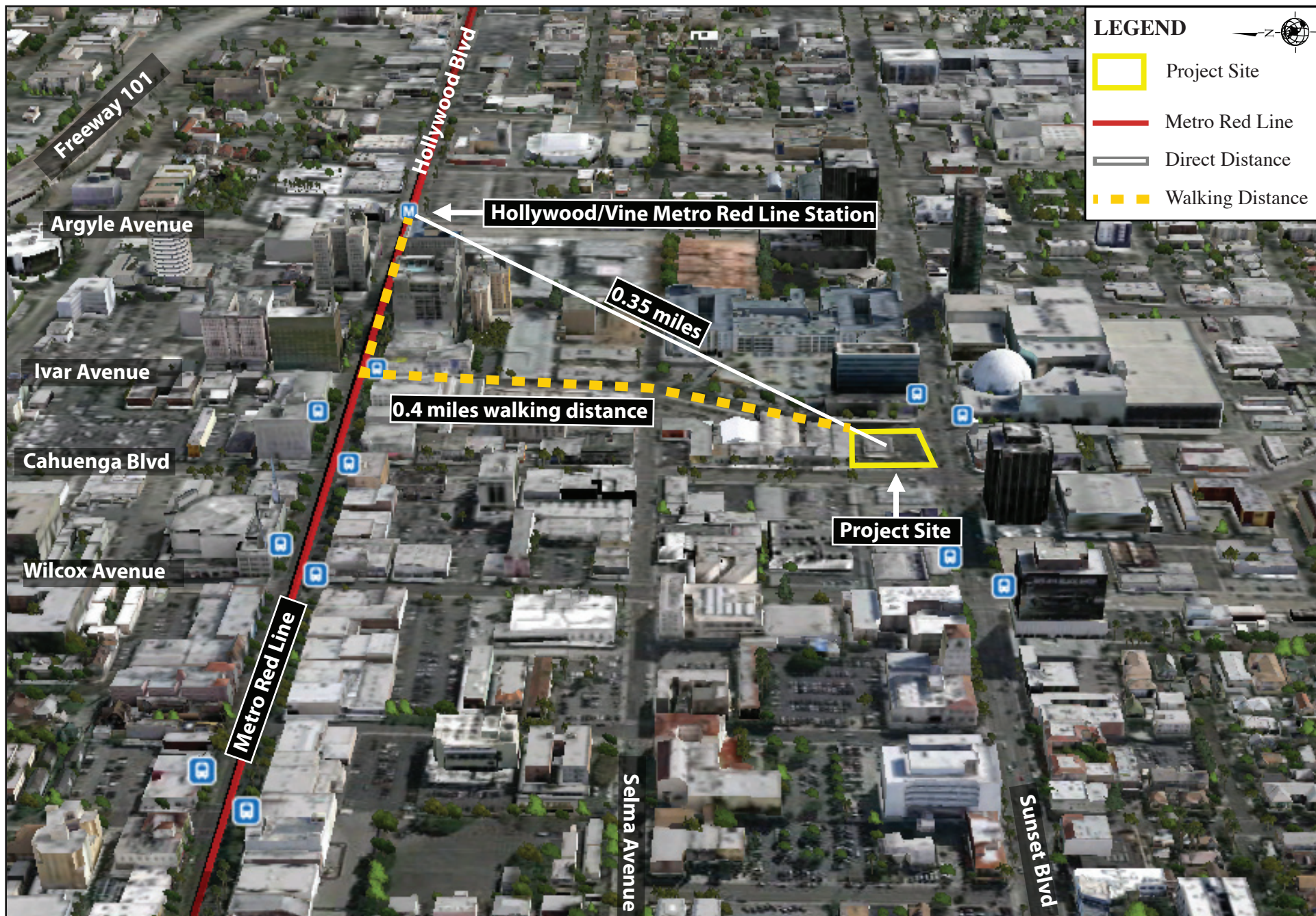
The Project Site is an infill site within a Transit Priority Area as defined by CEQA.<sup>7</sup> As shown in Figure II-6, project Vicinity – Proximity to Transit Services, the Project Site is approximately 0.4 mile (walking distance) southwest of the Hollywood / Vine Metro rail transit station, which is a transit hub served by Metro Red Line and provides access to other parts of the City of Los Angeles and the metropolitan area. Public bus and rail transit services within the Project Site are currently provided by Los Angeles County Metropolitan Transit Authority (Metro), LADOT DASH, and Los Angeles World Airports (LAX Flyaway). Numerous Metro bus lines and LADOT DASH bus lines operate in the vicinity of the Project Site. Local Metro bus lines include, but are not limited to: 2/302, 210, 212/312, 217, 222, 780, and 802. LADOT DASH operates the Beachwood Canyon, Hollywood, and Hollywood/Wilshire transit routes within the Project Site vicinity. The LAX Flyaway also operates the Hollywood Route in the vicinity of the Project Site.

The Project Site is also situated within easy walking distance to retail, restaurant, and other commercial businesses located in the Hollywood area and in particular along the Hollywood Boulevard, Sunset Boulevard, and Vine Street corridors.

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<sup>7</sup> *City of Los Angeles, Department of City Planning, City of Los Angeles Zoning Information and Map Access System (ZIMAS), Parcel Profile Report, website: [www.zimas.lacity.org](http://www.zimas.lacity.org), accessed March 3, 2016.*





Source: Google Earth Pro, March 2015.

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## II. PROJECT DESCRIPTION

### B. PROJECT CHARACTERISTICS

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#### 1. PROPOSED DEVELOPMENT

The Proposed Project would include the demolition of the existing surface parking lot and the fast food restaurant (“Jack in the Box”) currently on the Project Site. The Proposed Project includes the construction and operation of a 21-story mixed-use hotel and retail building with a maximum of 275 guestroom units with kitchenettes (142 guest suites, 132 guestrooms, and 1 two-bedroom suite) on 19 floors, 4 subterranean parking levels, and up to 1,900 square feet of retail use on the ground floor with guest accessory uses and back of house spaces also occupying the ground floor. A summary of the Proposed Project is provided in Table II-2, Proposed Development Program. The plan layout of the Proposed Project is depicted in Figure II-7, Site Plan. The first level floor plan, second level floor plan, and the roof floor plan for the Proposed Project are depicted in Figure II-8 through Figure II-10.

**Table II-2**  
**Proposed Development Program**

<b>Land Uses</b>	<b>Proposed Guestroom Units Mix</b>	<b>Proposed Buildable Square Footage</b>
<b>Proposed Project:</b>		
<b>Hotel</b>		
Guestroom Units (Levels 2 - 20)	275	131,330
Roof Level 21	--	1,000
<b>Subtotal Hotel Units</b>	<b>275</b>	<b>132,330</b>
<b>Ground Level</b>		
Retail on Ground Level 1	--	1,900
Hotel Space on Ground Level 1	--	7,665
<b>Subtotal Ground Level</b>	<b>--</b>	<b>9,565</b>
<b>TOTAL</b>	<b>275</b>	<b>141,895</b>
<i>Source: Wimberly Allison Tong &amp; Goo, Planning Application Package, December 21, 2015.</i>		

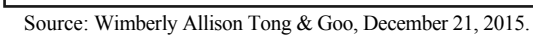
#### Hotel

The hotel portion of the building would include a foyer, front desk, lobby, hearth room, two meeting rooms, guest accessory uses (study areas, breakfast room with 54 interior dining/bar seats, and outdoor patio with 24 exterior dining seats), and back of house spaces (kitchen and office) located on the ground-floor. The exterior dining space would be adjacent to the public sidewalk and would be a dedicated easement back to the City of Los Angeles from the owner for those areas outside the property limits. The guestroom units would be located on 19 floors (Level 2 through Level 20) of the mixed-use hotel and retail building. All 275 guestroom units would include kitchenettes. Additional hotel amenities include an exterior open-air garden located on the terrace of Level 2 and a swimming pool, fitness center, and guest laundry on the roof terrace of Level 21.





Source: Wimberly Allison Tong & Goo, December 21, 2015.







Source: Wimberly Allison Tong & Goo, December 21, 2015.

CAHUENGA BLVD

IVAR AVE



SUNSET BLVD



Source: Wimberly Allison Tong & Goo, December 21, 2015.

## Commercial Uses

The Proposed Project includes neighborhood serving ground-floor retail which totals up to approximately 1,900 square feet of floor area. The retail uses would be located on the ground floor on the southeast corner of Ivar Avenue and W. Sunset Boulevard on the Project Site. The entrance to the retail uses would front the corner of W. Sunset Boulevard and Ivar Avenue.

## Parking Uses

Under the LAMC, the Proposed Project requires 121 hotel parking spaces and 4 retail parking spaces. The Proposed Project includes a total of 135 parking spaces (131 parking spaces required for hotel uses and 4 retail parking spaces) all below grade. Parking spaces would be split between four subterranean levels. The Proposed Project would also provide 32 total bicycle parking spaces, as required in the LAMC: 16 short term spaces and 16 long term spaces. Thus, the Proposed Project would be expected to be compliant with required parking spaces specified by the City of Los Angeles. In the event the number of hotel guestroom units are reduced from the current plans the amount of vehicle and bicycle parking would be revised accordingly to meet the code requirements.

## Floor Area

The Project Site is zoned C4-2D-SN with the land use designation of Regional Center Commercial. Height District No. 2 does not specify a building height limit and prohibits the total floor area from exceeding six times the buildable area of the lot. The ‘D’ development limitation in Ordinance 165,660 restricts the Project Site’s floor area ratio (FAR) to 3:1. However, this FAR may be exceeded provided that a project conforms to the Hollywood Redevelopment Plan and the Transportation Program, complies with a Disposition and Development Agreement or Owner Participation Agreement (OPA), and is approved by the City Planning Commission (CPC) or the City Council. Per the Redevelopment Plan, the Project Site’s General Plan land use designation of Regional Center Commercial permits an FAR up to 4.5 times the buildable area of the site. However, the Hollywood Community Plan states, “Proposed development in excess of 4.5:1 FAR up to 6:1 FAR may be permitted provided that certain objectives set forth in the Redevelopment Plan subsection 506.2.3 are met.”<sup>8</sup> As such, per the Redevelopment Plan, a maximum of 6:1 FAR is possible through CPC approval.

The Project Site occupies 23,651 square feet (0.543 acres) of lot area. The development potential of the Project Site under a 3:1 FAR, 4:1 FAR, and 6:1 FAR is summarized as follows:

<u>Allowable FAR</u>	<u>Development Potential</u>
3:1	70,953 square feet
4.5:1	106,429 square feet
6:1	141,906 square feet

The Proposed Project includes 141,895 square feet of floor area, which is just below a 6:1 FAR. As a result, the Applicant is requesting a Vesting Zone Change and Height District Change to amend the ‘D’

<sup>8</sup> *City of Los Angeles Department of City Planning, Hollywood Community Plan (pg. HO-6).*

development limitation to allow a FAR of up to 6:1 for the Proposed Project.<sup>9</sup> Therefore, with the approval of the Vesting Zone Change and Height District Change by the CPC, the Proposed Project would be in conformance with the Redevelopment Plan and the LAMC requirements related to allowable floor area.

### **Building Height**

There are no height restrictions for the Project Site. The proposed 21-story building has multiple elevations and step-backs. The building is planned for a maximum roof height of approximately 231 feet and 3 inches above the lowest natural grade along Sunset Boulevard (at the tower) and approximately 20 feet at Level 2 (Open Level 2 Roof Terrace). See Figure II-11, North and East Elevations, and Figure II-12, South and West Elevations.

### **ARCHITECTURAL FEATURES**

The Proposed Project consists of a 21-story building with 19 floors of hotel guestroom units above ground-floor commercial space, guest accessory uses, and back of house spaces and 4 subterranean parking levels. All four parking levels would be below grade. Architectural materials and elements include glass, glass fiber reinforced concrete, handrail, grill work, and glazing. Building elevations and sections depicting the scale and massing of the proposed structure are shown in Figure II-10 through II-13. An illustration depicting the scale and massing of the proposed structure is depicted in Figure II-14, Architectural Rendering.

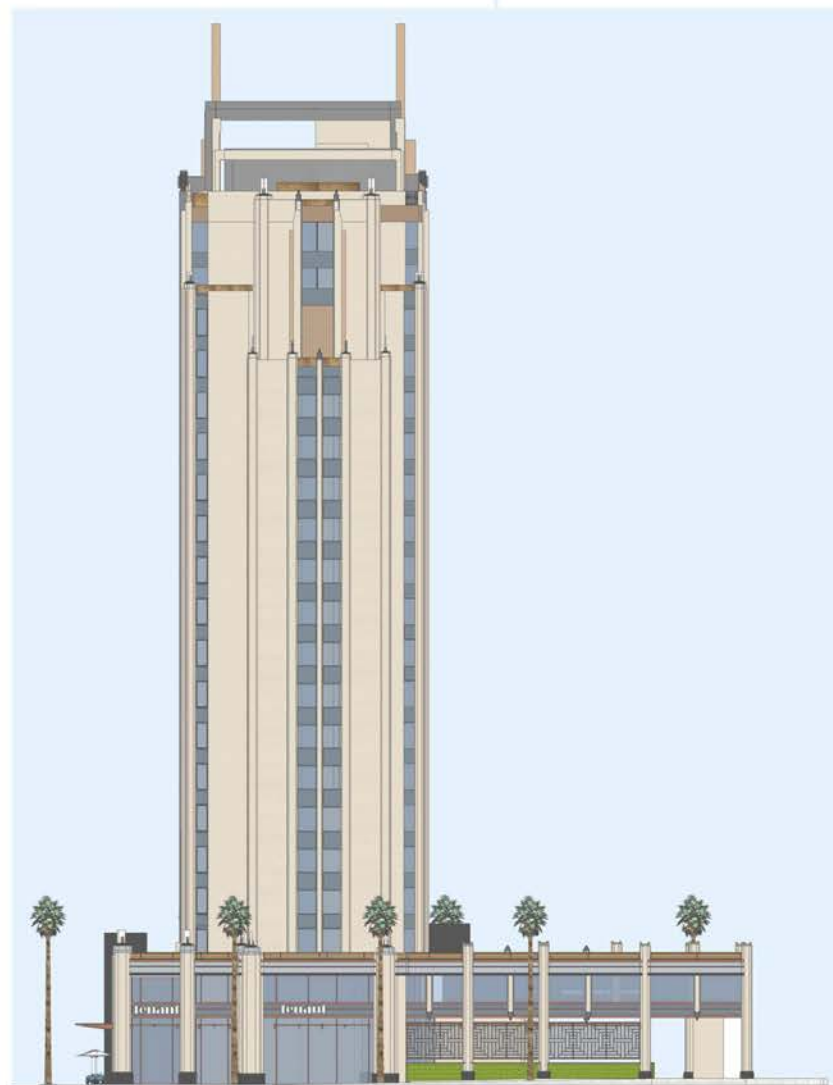
The City of Los Angeles' City Planning Commission adopted the Citywide Design Guidelines on June 9, 2011. The Citywide Design Guidelines are divided into three documents for three types of projects: Residential Citywide Design Guidelines, Multi-Family Residential & Commercial Mixed-Use Projects; Commercial Citywide Design Guidelines, Pedestrian Oriented/Commercial & Mixed-Use Projects; and Industrial Citywide Design Guidelines, Heavy Industrial, Limited and Light Industrial, Hybrid Industrial & Commercial Manufacturing. The Proposed Project is expected to comply with the Commercial Citywide Design Guidelines, Pedestrian Oriented/Commercial & Mixed-Use Projects (Commercial Citywide Design Guidelines). The Proposed Project incorporates articulation for the guest pedestrian access entry along N. Cahuenga Boulevard with colored and lit pylons and landscaping, guest pedestrian entry fronting Ivar Avenue, interior and exterior breakfast dining areas, and a patio area for the ground floor retail space. The Proposed Project also includes decorative screening on the podium structure; glazing and mullion alternate with glass panels; colored, illuminated panels along the tower; green walls in the podium structure and roof deck; painted surface on the northern wall of the podium to match the podium screening; and short term bicycle parking spaces along W. Sunset Boulevard adjacent to the ground floor retail. These design features are in accordance with the Commercial Citywide Design Guidelines. Therefore, the Proposed Project complies with the Commercial Citywide Design Guidelines.

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<sup>9</sup> *Under the Height District Change to amend the 'D' development limitation to allow up to 6:1 FAR, the Proposed Project would be expected to comply with the Hollywood Redevelopment Plan and the Applicant expects to enter into an Owner Participation Agreement (OPA).*



**1 NORTH ELEVATION**



**2 EAST ELEVATION**

—	TOP OF PARAPET +231'-3"	↗
—	TOP OF FITNESS PARAPET +226'-3"	↗
—	ROOF +221'-3"	↗
—	LEVEL 21 ROOF DECK +211'-3"	↗
—	POOL / TRANSITIONAL SPACE +206'-3"	↗
—	LEVEL 20 +195'-6"	↗
—	LEVEL 19 +180'-9"	↗
—	LEVEL 18 +170'-0"	↗
—	LEVEL 17 +166'-3"	↗
—	LEVEL 16 +156'-6"	↗
—	LEVEL 15 +146'-9"	↗
—	LEVEL 14 +137'-0"	↗
—	LEVEL 13 +127'-3"	↗
—	LEVEL 12 +117'-6"	↗
—	LEVEL 11 +107'-9"	↗
—	LEVEL 10 +98'-0"	↗
—	LEVEL 9 +88'-3"	↗
—	LEVEL 8 +78'-6"	↗
—	LEVEL 7 +68'-9"	↗
—	LEVEL 6 +59'-0"	↗
—	LEVEL 5 +49'-3"	↗
—	LEVEL 4 +39'-6"	↗
—	LEVEL 3 +29'-9"	↗
—	LEVEL 2 +20'-0"	↗
—	B.O. ROOF DECK SLAB +16'-0"	↗
—	LEVEL 1 +0"	↗

Source: Wimberly Allison Tong & Goo, December 21, 2015.





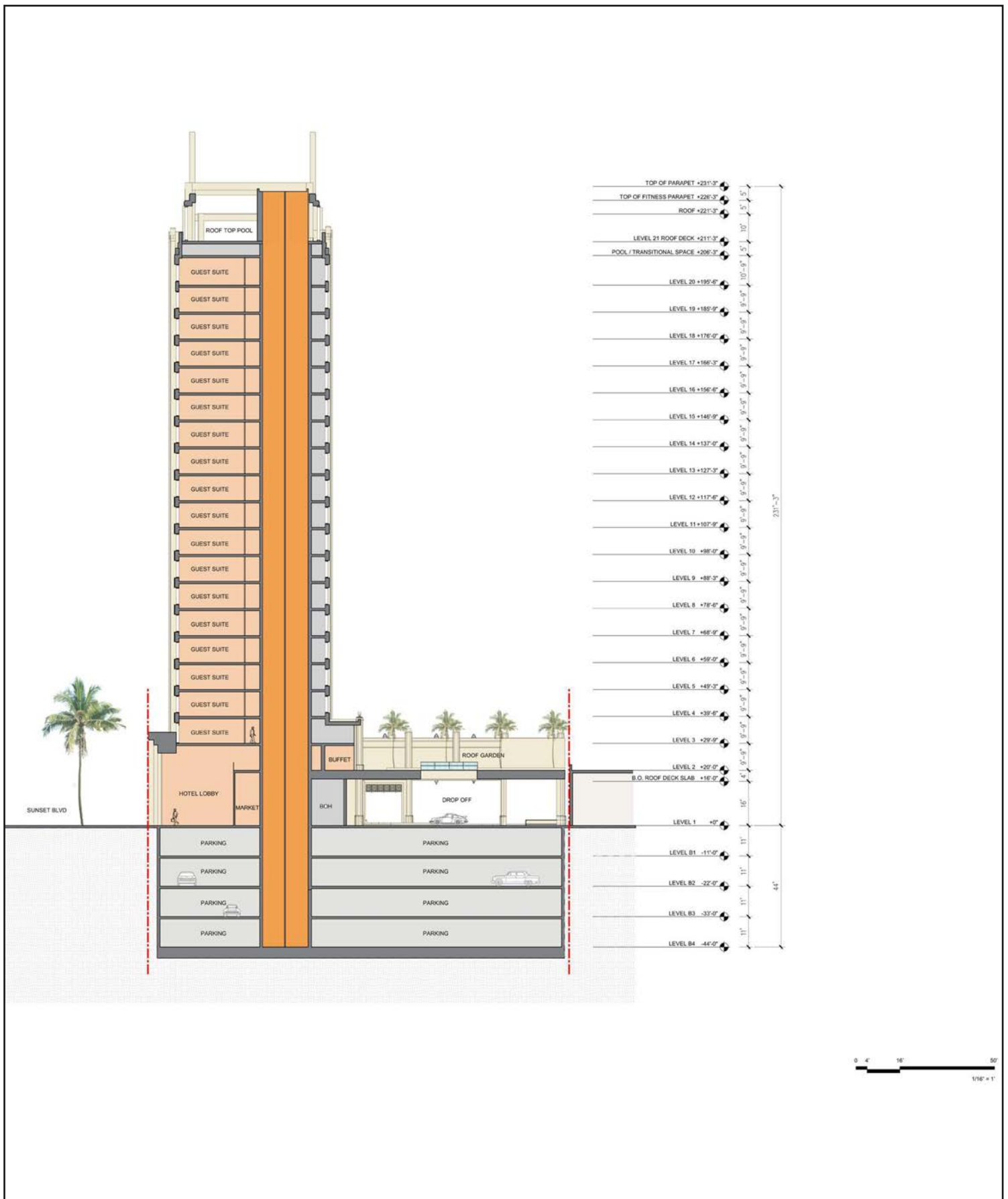
**1 SOUTH ELEVATION**  
1/16" = 1'-0"



**2 WEST ELEVATION**  
1/16" = 1'-0"

—	TOP OF PARAPET +231'-3"
—	TOP OF FITNESS PARAPET +226'-3"
—	ROOF +221'-3"
—	LEVEL 21 ROOF DECK +211'-3"
—	POOL / TRANSITIONAL SPACE +206'-3"
—	LEVEL 20 +195'-6"
—	LEVEL 19 +185'-9"
—	LEVEL 18 +176'-0"
—	LEVEL 17 +166'-3"
—	LEVEL 16 +156'-6"
—	LEVEL 15 +146'-9"
—	LEVEL 14 +137'-0"
—	LEVEL 13 +127'-3"
—	LEVEL 12 +117'-6"
—	LEVEL 11 +107'-9"
—	LEVEL 10 +98'-0"
—	LEVEL 9 +88'-3"
—	LEVEL 8 +78'-6"
—	LEVEL 7 +68'-9"
—	LEVEL 6 +59'-0"
—	LEVEL 5 +49'-3"
—	LEVEL 4 +39'-6"
—	LEVEL 3 +29'-9"
—	LEVEL 2 +20'-0"
—	B.O. ROOF DECK SLAB +16'-0"
—	LEVEL 1 +0'-0"

Source: Wimberly Allison Tong & Goo, December 21, 2015.



Source: Wimberly Allison Tong & Goo, December 21, 2015.



PERSPECTIVE FROM SUNSET BLVD

TYPICAL FACADE MATERIALS:

1. METAL SPIRES
2. DECORATIVE METAL SCREENS
3. EIFS SMOOTH PLASTER WALL FINISH
4. EIFS PLASTER SPANDREL ACCENT
5. ALUM. FRAMED PUNCHED WINDOWS
6. EIFS PLASTER ACCENT DETAILING
7. DECORATIVE METAL GUARDRAILS
8. METAL CANOPY
9. CURTAIN WALL GLAZING
10. PORCELAIN WALL TILE AT BASE
11. GREEN WALL W/ METAL SCREENS ABOVE
12. NEW PALM TREES AROUND SITE



PERSPECTIVE OF NORTH FACADE

Source: Wimberly Allison Tong & Goo, December 21, 2015.



## Open Space and Landscaping

Amenities proposed within the hotel common open space areas include a garden located on the Level 2 roof terrace. A swimming pool as well as lockers/restrooms, and a fitness center would be located on the roof terrace of Level 21. Proposed Project's open space will be attractively landscaped (See Figure II-15, Landscape Plan). Landscaping will be located along adjacent sidewalks and at roof terraces at Levels 2 and 21, and compatible with surrounding development. All adjacent sidewalks will have regularly spaced, Mexican Fan palms (*Washingtonia robusta*). Ground cover, shrubs and small outdoor patios will be located adjacent to the proposed building and similar ground cover, shrubs, and similar trees will be located on Level 2 and 21. Green walls will also be implemented at the south and west elevations on Level 2.

The amount of open space proposed for the Proposed Project is summarized in Table II-3, Summary of Proposed Open Space Areas, below. Existing street trees adjacent to the property along W. Sunset Boulevard and N. Cahuenga Boulevard will remain in place or will be replaced in consultation with the City of Los Angeles Division of Urban Forestry and approved by the Board of Public Works. The Project will also provide trees and other attractive landscaping on the ground floor, the Level 2 roof terrace, and the Level 21 roof terrace.

**Table II-3**  
**Summary of Proposed Open Space Areas**

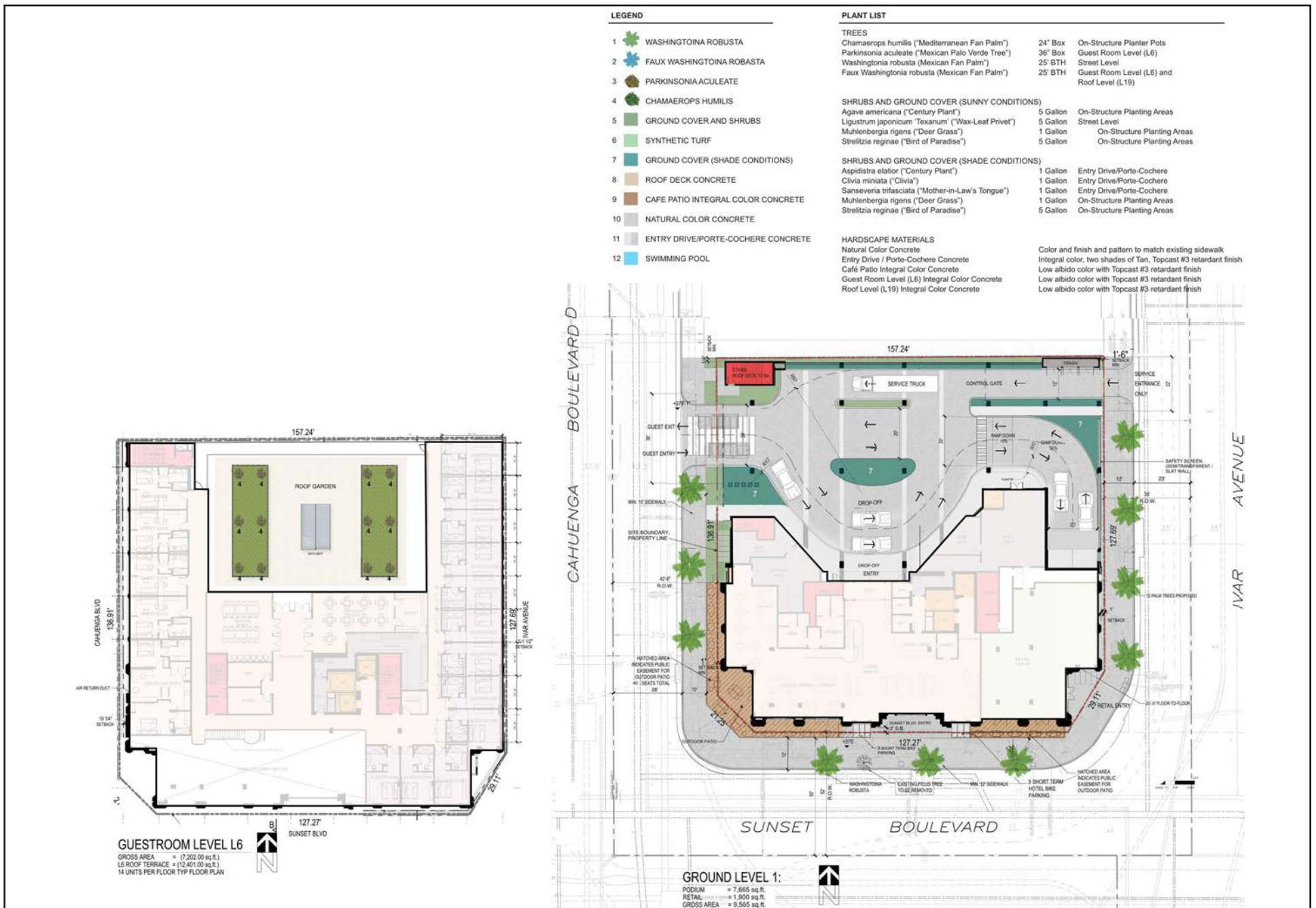
<b>Proposed Open Space</b>	<b>Open Space (square feet)</b>
Open Level 2 Roof Terrace	5,650
Open Level 3 Roof Terrace	1,780
Open Level 21 Roof Terrace	2,500
<b>Total</b>	<b>9,930</b>
<i>Source: Wimberly Allison Tong &amp; Goo, Planning Application Package, December 21, 2015.</i>	

## Setbacks

Pursuant to LAMC Section 12.14, no yard requirements apply for lots in the C4 Zone. The Proposed Project would have a 1' – 6" setback on the northerly property line and would include a variable 0-to-4-foot setback from the southerly, easterly, and westerly property lines. These setbacks will be compatible with surrounding buildings, which are zoned for commercial use and generally occupy entire parcels with little to no setbacks.

## Parking and Access

Parking for the proposed hotel and commercial uses on-site will be provided in four subterranean levels below grade. Vehicular access to the Project Site will be provided via one main ingress/egress driveway on N. Cahuenga Boulevard to the west as well as a restricted one-way inbound service driveway on Ivar Avenue to the east.



Source: Wimberly Allison Tong & Goo, December 21, 2015.

Under the LAMC, the Proposed Project is required to provide (1) One parking space for each individual guest room or suite of rooms for the first 30 rooms; (2) One additional parking space for each two guest rooms or suites of rooms in excess of 30 but not exceeding 60; and (3) One additional parking space for each three guest rooms or suites of rooms in excess of 60 (LAMC Section 12.21 A 4 (b)).

For the commercial use of the Proposed Project, the LAMC requires the Proposed Project to provide at least four parking spaces for each 1,000 square feet of gross floor area (LAMC Section 12.21 A (c)(5)).

The Proposed Project is located in the Los Angeles State Enterprise Zone or the ZI No. 2374 Enterprise Zone / Employment and Economic Incentive Program Area (EZ). EZs are specific geographic areas under the Enterprise Zone Act Program or Employment and Economic Incentive Act Program with the goal to “provide economic incentives to stimulate local investment and employment through tax and regulation relief and improvement of public services.”<sup>10</sup> Under the Los Angeles State Enterprise Zone, two special provisions are applicable to the plan check: Parking Standards and Height. Parking Standards, described in Section 12.21A4(x)(3) of the LAMC, states projects within EZs may utilize a lower parking ratio (two parking spaces for every one thousand square feet of combined gross floor area) for certain land uses, including retail and other related uses in order to increase the buildable area of a parcel in older areas of the City where parcels are small. The Proposed Project would provide 135 parking spaces for 141,895 total proposed buildable square footage. Thus, the Proposed Project is in compliance with the provisions in the Los Angeles State Enterprise Zone. As summarized in Table II-4, and discussed above, the Proposed Project would be consistent with the applicable parking requirements of the LAMC and the Los Angeles State Enterprise Zone.

As proposed, the Proposed Project would require a total of 135 parking spaces, which includes: 131 hotel guestroom spaces and 4 commercial spaces. According to the LAMC, the Proposed Project is required to also provide bicycle parking spaces. For hotel uses, a project is required to provide 1 short-term bicycle parking space per 20 rooms and 1 long-term bicycle parking space per 20 rooms. For retail spaces, a project is required to provide 1 short-term bicycle parking space for each 2,000 square feet and 1 long-term parking space for each 2,000 square feet or a minimum of 2 short-term and 2 long-term parking spaces (LAMC Section 12.21 A.16 (a)(2)). Thus, as shown in Table II-5, the Proposed Project would provide 32 total bicycle parking spaces: 16 short-term spaces required and 16 long-term spaces, which is consistent with the required bicycle parking spaces under the LAMC. In the event the number of hotel guestroom units are reduced from the current plans the amount of vehicle and bicycle parking would be revised accordingly to meet the code requirements.

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<sup>10</sup> *City of Los Angeles, Community Development Department, ZI No. 2374 Enterprise Zone / Employment and Economic Incentive Program Area (EZ), website: <http://zimas.lacity.org/documents/zoneinfo/ZI2374.pdf>, accessed August 2015.*

**Table II-4**  
**Summary of Required and Proposed Vehicle Parking Spaces**

Description	Quantity	Parking Required <sup>[a], [b]</sup>		Parking Provided
		Rate	Spaces	
Hotel				
Guestroom Units	275	One parking space for each individual guest room or suite of rooms for the first 30; one additional parking space for each two guest rooms or suites of rooms in excess of 30 but not exceeding 60; and one additional parking space for each three guest rooms or suites of rooms in excess of 60	117	131
Subtotal Hotel	275 guestroom units		117	131
Commercial				
Retail	1,900	2/1000 sf	4	4
Subtotal Retail	1,900 sf		4	4
TOTAL			121	135
Notes: sf = square feet <sup>[a]</sup> LAMC Section 12.21 A 4 (b). For guestrooms, provide (1) One parking space for each individual guest room or suite of rooms for the first 30; (2) One additional parking space for each two guest rooms or suites of rooms in excess of 30 but not exceeding 60; and (3) One additional parking space for each three guest rooms or suites of rooms in excess of 60. <sup>[b]</sup> LAMC Section 12.21 A (c)(5). For commercial use, provide at least four parking spaces for each 1,000 square feet of gross floor area. However, LAMC Section 12.21A4(x)(3) states projects within EZs may utilize a lower parking ratio (two parking spaces for every one thousand square feet of combined gross floor area) for certain land uses, including retail and other related uses in order to increase the buildable area of a parcel in older areas of the City where parcels are small. Therefore, a 2/1000 sf required parking rate is utilized for the Proposed Project. Source: Craig Lawson & Co., LLC, December 28, 2015.				

**Table II-5**  
**Summary of Required and Proposed Bicycle Parking Spaces**

Summary of Required and Proposed Bicycle Parking Spaces					
Description	Quantity	Parking Required <sup>[a]</sup>		Total Spaces Required	Total Spaces Provided
		Short Term	Long Term		
Hotel		(1 per 20 guestroom units)	(1 per 20 guestroom units)		
Guestroom Units	275 units	14	14	28	28
Commercial		(1 per 2,000 sf or minimum of 2 parking spaces)	(1 per 2,000 sf or minimum of 2 parking spaces)		
Retail	1,900 sf	2	2	4	4
TOTAL		16	16	32	32
<i>Notes:</i> <i>sf = square feet</i> <sup>[a]</sup> LAMC Section 12.21 A.16 (a)(2). For hotels, provide bicycle parking spaces, 1 per 20 rooms short term and 1 per 20 rooms long term. For retail, provide bicycle parking spaces, 1 per 2,000 square feet of retail space short term and 1 per 2,000 square feet of retail space long term or at a minimum of 2 parking spaces short term and 2 parking spaces long term. <i>Source: Craig Lawson &amp; Co., LLC, December 28, 2015.</i>					

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## SUSTAINABILITY FEATURES

The Proposed Project will be designed and constructed to incorporate various environmentally sustainable design features, integrating sustainable standards through measures that would lower both energy and water usage and, therefore, reduce associated greenhouse gas emissions.

As such, the overall Proposed Project would promote and adhere to an environmentally sustainable design: by utilizing green building technologies that involve more resource-efficient modes of construction through energy efficiency, water conservation, environmentally preferable building materials and waste reduction, the Project will synthesize features to support and advocate environmental sustainability. Additionally, these “green” principles are integrated throughout the Project to meet the City of Los Angeles Green Building Code (Chapter IX, Article 9, of the LAMC).

This Project will incorporate the following project design features (PDFs) to support and promote environmental sustainability:

- PDF-1** For mechanical systems within the hotel and public spaces, the Applicant proposes to use energy efficient chillers, boilers, and cooling tower equipment with centralized hot water storage systems. Options utilizing Variable Refrigerant Flow Air-conditioning (VRF) in lieu of traditional heat pumps will be studied. VRF is energy efficient and will reduce the amount of power used over the life of the project.
- PDF-2** ENERGY STAR appliances will be utilized throughout the hotel, including the laundry.
- PDF-3** The project will use a weather-based irrigation system and high efficiency irrigation system to meet requirements for Water Efficiency (WE).
- PDF-4** The project landscape design will utilize drought resistant planting and native species.
- PDF-5** Adhesives, sealants, paints, finishes, carpet, and other materials that emit low quantities of volatile organic compounds (VOCs) and/or other air quality pollutants will be employed throughout the project.
- PDF-6** The Applicant will prepare and implement a Transportation Demand Management (TDM) Plan that would promote the use of alternative transportation, such as mass-transit, ride-sharing, bicycling, and walking to reduce project trips and and/or vehicle miles traveled.
- PDF-7** On-site bicycle storage will be provided for both visitors and employees.
- PDF-8** Adjacent to the Project Site, multiple public transportation lines are accessible.

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|---------------|--|
| <b>PDF-9</b>  | Preferred parking for alternative-fuel vehicles, low-emitting, and fuel-efficient and ride-sharing vehicles will be allocated.   |
| <b>PDF-10</b> | Project lighting will be designed with the newest LED technology to provide the appropriate light levels, allow for full dimming on all fixtures, and keep the energy consumption at or below the thresholds established by California's Title-24.   |
| <b>PDF-11</b> | Lighting fixtures will be selected that meet both the aesthetic goals of the Project, but also for superior performance capabilities that allow for uniform illumination of the target areas without the unnecessary side effects of backlight, uplight, or glare impacting users and surrounding sensitive sites. |
| <b>PDF-12</b> | The Project Electrical system will provide Project lighting control to ensure system efficiencies are maintained and minimal energy is wasted unnecessarily through local dimming, daylight harvesting, and occupancy sensing controls.  |
| <b>PDF-13</b> | The project will utilize onsite storm water capture, filtration, and percolation system.   |
| <b>PDF-14</b> | The project will utilize low flow water efficient fixtures throughout.   |
| <b>PDF-15</b> | Light color, highly reflective roofs and walls surface materials will be utilized as well as low-e dual glazing.   |

## CONSTRUCTION

### *Construction Schedule/Phasing*

For purposes of analyzing impacts associated with air quality, this analysis assumes a Project construction schedule of approximately 22 months, with final buildout occurring in 2018. Construction activities associated with the Project would be undertaken in four main steps: (1) demolition/site clearing, (2) grading, (3) building construction, (4) paving, and (5) architectural coating/finishing. All construction activities would be performed in accordance with all applicable state and federal laws and City Codes and policies with respect to building construction and activities. As provided in Section 41.40 of LAMC, the permissible hours of construction within the City are 7:00 a.m. to 9:00 p.m. Monday through Friday, and between 8:00 a.m. and 6:00 p.m. on any Saturday or national holiday. No construction activities are permitted on Sundays. The Proposed Project would comply with these restrictions.

### *Demolition/Site Clearing*

This phase would include the demolition of the existing structure and removal of the asphalt covered surface parking lot. It is estimated that approximately 3,882 gross square feet of demolition debris would be exported from the site during this phase. The demolition/site clearing phase would be completed in approximately three weeks (15 days).

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*Excavation and Grading*

After the completion of demolition and site clearing, the next phase would include the excavation and grading of the subterranean parking levels. This phase would occur for approximately 3 months and would involve soil excavation and installation of tie-backs and retaining walls. Site grading would require approximately 56,000 cy of soil export to be hauled off-site to a suitable receiving location. Haul trips would occur outside of the peak hours and during the permissible hauling hours identified in the haul route to be approved by the Department of Building and Safety.

*Building Construction*

The building construction phase consists of construction of the building foundations, basement walls, and parking structure and hotel structure. This phase is expected to occur for approximately 13 months.

*Finish Paving*

Following building construction the finish paving phase would involve the paving of driveway entrances, re-paving of sidewalks and curb cuts around the perimeter of the Project Site. Installation of landscaping and irrigation improvements would also be completed during this phase. The finish paving phase is estimated to take approximately two to four weeks.

*Architectural Coating*

The architectural finishing phase will involve installation of windows, doors, cabinetry, appliances, and would also involve the application of interior and exterior paint and finish-coating materials. This analysis assumes that the architectural finishing phase would occur over an approximate four-month timeline.

*Temporary Right-of-Way Encroachment*

Construction activities may necessitate temporary lane closures on streets adjacent to the Project Site on an intermittent basis for utility relocations/hook-ups, delivery of materials, or other construction-related activities as may be required. Site deliveries and the staging of all equipment and materials would be organized in the most efficient manner possible on-site to mitigate any temporary impacts to the neighborhood and surrounding traffic. Construction equipment would be staged on-site for the duration of construction activities. Traffic lane and right-of-way closures, if required, will be properly permitted by the City agencies and will conform to City standards.

During construction a temporary fence would be erected around the perimeter of the Project Site to secure the site and prevent trespass. Construction of the project would require temporary encroachment into the sidewalk areas on Cahuenga Boulevard and Ivar Avenue, necessitating a pedestrian detour route around the site. It is anticipated that the sidewalk along Sunset Boulevard would remain open during construction, though a portion of the sidewalk would be narrowed to facilitate construction activities on the Project Site.

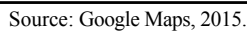
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***Haul Route***

All construction and demolition debris would be recycled to the maximum extent feasible. Demolition debris and soil materials from the Project Site that cannot be recycled or diverted would be hauled to the Bradley Landfill (operated by Waste Management) or the Manning Pit (owned by the City of Irwindale), which accept inert waste and yard waste from areas within the County of Los Angeles. The Bradley Landfill is approximately 12.71 miles north of the Project Site (approx. 25 miles round trip). The Manning Pit is approximately 27.61 miles to the east of the Project Site (approx. 55 miles round trip). For recycling efforts, the Central L.A. Recycling Center and Transfer Station (Browning Ferris Industries) accepts construction waste for recycling and is located approximately 10.5 miles from the Project Site (approx. 21.3 miles round trip).

All truck staging would either occur on-site or at designated off-site locations and radioed into the site to be filled. The Proposed Project could utilize two potential haul routes to the Hollywood Freeway (US-101) to haul demolition debris and soil materials from the Site to the Bradley Landfill or the Manning Pit: (1) north bound on N. Cahuenga Boulevard, bordering the Project Site to the west, which is designated as an Avenue II (Modified) (for debris and materials being hauled to the Bradley Landfill); and (2) north bound on N. Cahuenga Boulevard, bordering the Project Site to the west, and east bound on Hollywood Boulevard, which is designated as an Avenue I (for debris and materials being hauled to the Manning Pit) (See Figure II-16, Potential Haul Routes). Approval of a Haul Route would be requested prior to construction. The potential haul routes specified above may be modified in compliance with City policies, provided DOT and/or Street Services approves any such modification. The City will determine the final Haul Route.





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**RELATED PROJECTS**

In accordance with CEQA Guidelines Section 15064(h), this IS/MND includes an evaluation of the Project's cumulative impacts. The guidance provided under CEQA Guidelines Section 15064 (h) is as follows:

*“(1) When assessing whether a cumulative effect requires an EIR, the lead agency shall consider whether the cumulative impact is significant and whether the effects of the project are cumulatively considerable. An EIR must be prepared if the cumulative impact may be significant and the project's incremental effect, though individually limited, is cumulatively considerable. “Cumulatively considerable” means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.*

*(2) A lead agency may determine in an initial study that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not significant. When a project might contribute to a significant cumulative impact, but the contribution will be rendered less than cumulatively considerable through mitigation measures set forth in a mitigated negative declaration, the initial study shall briefly indicate and explain how the contribution has been rendered less than cumulatively considerable.*

*(3) A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program (including, but not limited to, water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, plans or regulations for the reduction of greenhouse gas emissions) that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. When relying on a plan, regulation or program, the lead agency should explain how implementing the particular requirements in the plan, regulation or program ensure that the project's incremental contribution to the cumulative effect is not cumulatively considerable. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding that the project complies with the specified plan or mitigation program addressing the cumulative problem, an EIR must be prepared for the project.*

*(4) The mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are cumulatively considerable.”*

In light of the guidance summarized above, an adequate discussion of a project's significant cumulative impact, in combination with other closely related projects, can be based on either: (1) a list of past, present, and probable future producing related impacts; or (2) a summary of projections contained in an adopted local, regional, statewide plan, or related planning document that describes conditions contributing to the cumulative effect. (CEQA Guidelines Section 15130(b)(1)(A)-(B)). The lead agency may also blend the "list" and "plan" approaches to analyze the severity of impacts and their likelihood of occurrence. Accordingly, all proposed, recently approved, under construction, or reasonably foreseeable projects that could produce a related or cumulative impact on the local environment, when considered in conjunction with the Project, were identified for evaluation.

The related projects identified are included in Table II-6, Related Projects List, below. A total of 69 related projects were identified within the affected Project area. An analysis of the cumulative impacts associated with these related projects and the Project are provided under each individual environmental impact category in Section III of this IS/MND. The locations of the related projects are shown in Figure II-20, Related Projects Location Map.

**Table II-6  
Related Projects List**

<b>Project Number</b>	<b>Project Name</b>	<b>Location/Address</b>	<b>Project Description</b>	<b>Size</b>	<b>Units</b>
1	--	5661 W. Santa Monica Boulevard	Apartment Retail	437 377,900	du sf
2	Eastown	6200 W. Hollywood Boulevard	Apartment Retail	952 190,000	du sf
3	Selma & Vine Mixed-Use	1540 N. Vine Street	Apartment Retail	306 68,000	du sf
4	Sunset Bronson Studios Office Expansion	5800 W. Sunset Boulevard	Office	535,396	sf
5	--	6230 W. Yucca Street	Condominiums Retail	85 13,890	du sf
6	--	959 N. Seward Street	Office	240,000	sf
7	Archstone Hollywood	6911 W. Santa Monica Boulevard	Apartment Office Quality Restaurant Retail	348 45,000 8,100 10,000	du sf sf sf
8	Temple Israel of Hollywood	7300 W. Hollywood Boulevard	Chapel Private Elementary School School Staff	3,000 75 23	sf stu emp
9	--	6516 W. Selma Avenue	Office	85,000	sf
10	--	6608 W. Hollywood Boulevard	Quality Restaurant Bar/Lounge Office	15,500 15,500 3,000	sf sf sf
11	Selma Hotel	6417 W. Selma Avenue	Hotel Restaurant/Club	85 12,840	room sf
12	Hollywood Production Center	1149 N. Gower Street	Apartment Condominium	21 36	du du

13	Hanover Gower Mixed-Use	6100 W. Hollywood Boulevard	Apartment Retail	151 6,200	du sf
14	--	936 N. La Brea Avenue	Office Retail	88,750 12,000	sf sf
15	Pantages Theater Office	6225 W. Hollywood Boulevard	Office	214,000	sf
16	Selma & Vine Office Project	1601 N. Vine Street	Office Retail	121,609 2,613	sf sf
17	Argyle Hotel	1800 N. Argyle Avenue	Hotel	225	room
18	--	956 N. Seward Street	Office	130,000	sf
19	--	6757 W. Hollywood Boulevard	Restaurant	17,717	sf
20	--	6381 W. Hollywood Boulevard	Hotel Restaurant	80 15,290	room sf
21	Yeshivath Torath Emeth Academy Expansion	7002 W. Clinton Street	Pre-K and Kindergarten School Child Nursery School	120 60	stu stu
22	Television Center Expansion	6300 W. Romaine Street	Office Gym Expansion Dance Studio	114,725 40,927 38,072	sf sf sf
23	Hollywood Center Studios Office	6601 W. Romaine Street	Office Storage	104,155 1,970	sf sf
24	Selma Community Housing	1603 N. Cherokee Avenue	Apartment	66	du
25	--	6523 W. Hollywood Boulevard	Restaurant Office	10,402 4,074	sf sf
26	La Brea Gateway	915 N. La Brea Avenue	Supermarket Apartment	33,500 179	sf du
27	Target Shopping Center	5520 West Sunset Boulevard	Discount Store Retail	163,862 30,887	sf sf
28	Academy of Motion Picture Arts & Sciences	1313 N. Vine Street	Museum Storage	44,000 33,500	sf sf
29	--	712 N. Wilcox Avenue	Apartment	100	du
30	--	5500 W. Hollywood Boulevard	Restaurant Deli	4,648 1,000	sf sf
31	--	1610 W. Highland Avenue	Apartment Retail	248 14,710	du sf
32	Indigo Hotel Project	1841 N. Highland Avenue	Hotel	100	room
33	Millennium Hollywood	1740 N. Vine Street	Apartment Hotel Health Club Office Retail Restaurant	461 254 80,000 264,303 100,000 25,000	du room sf sf sf sf
34	Paramount Studios	5555 W. Melrose Avenue	Studio Sound Stage Stage Support Production Office Office Retail	3,234,400 21,000 1,900 635,500 638,100 64,200	sf sf sf sf sf sf

35	--	1411 N. Highland Avenue	Apartment Retail	76 2,500	du sf
36	--	1824 N. Highland Avenue	Apartment	118	du
37	--	1133 N. Vine Street	Hotel	118	room
38	Lexington Mixed-Use	6677 W. Santa Monica Boulevard	Apartment Restaurant Coffee Shop Retail	786 4,000 5,500 12,700	du sf sf sf
39	Columbia Square Mixed-Use	6121 W. Sunset Boulevard	Apartment Office High-Turnover Restaurant Retail Health Club	200 422,500 25,500 16,500 15,000	du sf sf sf sf
40	--	5550 W. Hollywood Boulevard	Apartment Retail	278 12,500	du sf
41	--	927 N. Highland Avenue	Tutoring Center	100 18	stu emp
42	--	859 N. Highland Avenue	Coffee/Donut with Drive Through	806	sf
43	--	7120 W. Sunset Boulevard	Apartment Restaurant	44 2,900	du sf
44	--	1546 N. Argyle Avenue	Office Retail	169,463 24,200	sf sf
45	Sunset + Wilcox	1541 N. Wilcox Avenue	Hotel High-Turnover Restaurant	200 13,000	room sf
46	Hyatt House Hotel	6611 W. Hollywood Boulevard	All Suites Hotel Grocery Store High-Turnover Restaurant Quality Restaurant Theater	181 13,000 1,680 8,442 3,000	room sf sf sf sf
47	--	1350 N. Western Avenue	Apartment Retail	52 4,500	du sf
48	Palladium Residences	6201 W. Sunset Boulevard	Apartment Hotel Retail Restaurant	731 250 21,000 6,000	du room sf sf
49	Hollywood Hotel	5600 W. Hollywood Boulevard	Hotel	80	room
50	--	925 N. La Brea Avenue	Retail Office	17,000 53,000	sf sf
51	--	904 N. La Brea Avenue	Apartment Retail	169 40,000	du sf
52	--	6230 W. Sunset Boulevard	Apartment Office Retail	200 32,125 4,700	du sf sf
53	--	5901 W. Sunset Boulevard	Retail Office	26,000 274,000	sf sf
54	--	707 N. Cole Avenue	Apartment	84	du
55	--	1921 N. Wilcox Avenue	Hotel	159	room

			Restaurant/Bar	2,900	sf
56	--	1717 N. Bronson Avenue	Apartment	89	du
57	Cahuenga Boulevard Hotel	1525 N. Cahuenga Boulevard	Hotel	69	room
58	--	7510 W. Sunset Boulevard	Apartment Retail	236 30,000	du sf
59	Crossroads of the World	6671 Sunset Boulevard	Hotel Apartment Office Retail	308 950 95,000 185,00	room du sf sf
60	McCadden Campus	1118-1139 McCadden Place 6719-6733 Santa Monica Boulevard	Senior Housing Youth Housing Emergency Overnight Beds Transitional Living Beds Administrative Office Youth & Senior Centers	100 36 23 29 11,880 27,760	du du du du sf sf
61	--	1311 N. Cahuenga Boulevard 1310 N. Cole Avenue ENV-2014-4280	Apartment Office	375 2,800	du sf
62	Hollywood Forever Cemetery	CPC 2013-3262-PUB-ZV-ZAA-SPR	Cemetery Expansion	12.8	acres
63	--	901 N. Vine Street	Apartment High-Turnover Restaurant Retail	76 4,000 4,000	du sf sf
64	--	525 N. Wilton Place	Apartment	88	du
65	Academy Square Mixed-Use	6322 W. De Longpre Avenue	Office Apartment Retail High-Turnover Restaurant	233,665 250 33,000 7,000	sf du sf sf
66	--	1233 N. Highland Avenue	Apartment Retail	72 17,830	du sf
67	--	7107 W. Hollywood Boulevard	Apartment Retail High-Turnover Restaurant	410 5,000 5,000	du sf sf
68	--	5750 W. Hollywood Boulevard	Apartment Retail	161 6,000	du sf
69	--	6901 W. Santa Monica Boulevard	Mixed-Use		

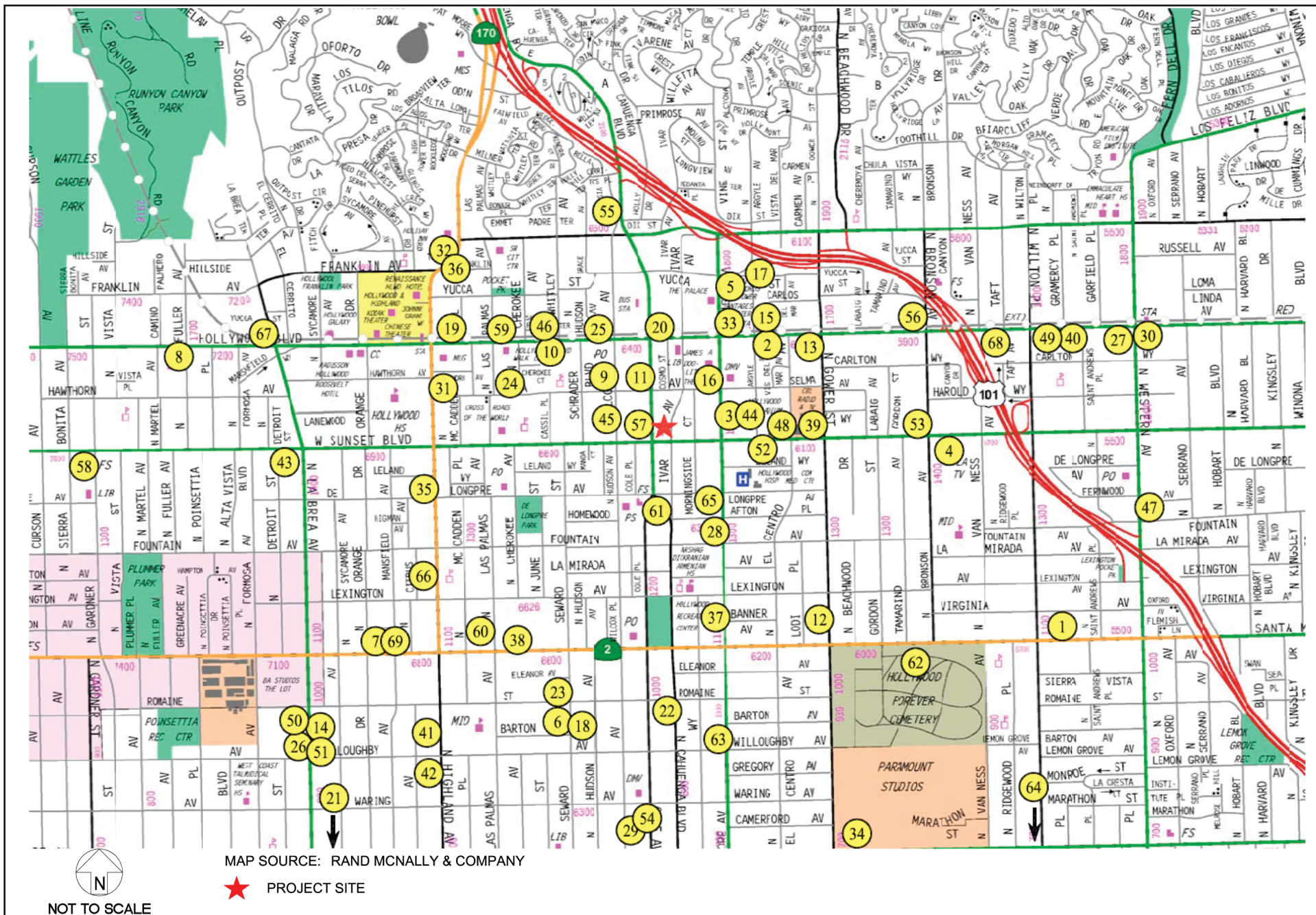
*Notes:*

*du = dwelling unit, sf = square feet, emp = employee, stu = student*

*All Related Project information comes from the Traffic Study unless otherwise stated.*

*Source: Linscott, Law & Greenspan Engineers, Traffic Impact Study for Ivar Gardens Hotel Project, November 25, 2015.*





Source: Linscott, Law & Greenspan Engineers, November 25, 2015.

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## II. PROJECT DESCRIPTION

### C. ENTITLEMENT REQUESTS

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R.D. Olson Development (“Owner” and “Applicant”) is requesting approval of the following discretionary actions:

- (1) Vesting Zone Change to amend the ‘D’ development limitation to allow a FAR of up to 6:1;
- (2) Conditional Use Permit (CUB) to allow the sale of a full line of alcohol for on-site consumption for an approximately 139,995 square foot hotel (exclusive of the 1,900 square foot ground floor retail space);
- (3) Pursuant to Section 12.28-A18(c)(3) of the LAMC, a Zoning Administrator’s Adjustment to permit a zero-foot rear yard in lieu of the required 20 feet required by Section 12.11-C.3 of the LAMC., and
- (3) Site Plan Review for the proposed development project that will create more than 50 hotel guest rooms and greater than 50,000 square feet of non-residential floor area.

The Applicant will also request approvals and permits from the Department of Building and Safety (and other municipal agencies) for project construction activities which may include, but are not limited to, the following: excavation, shoring, grading, foundation, haul route (for the export of approximately 56,000 cy of soil), removal of street trees, and building and tenant improvements for the Project Site.



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### III. ENVIRONMENTAL IMPACT ANALYSIS

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#### INTRODUCTION

This section of the Initial Study addresses the environmental issues and subject areas identified in the Initial Study Checklist (Appendix G to the State CEQA Guidelines, C.C.R. Title 14, Chapter 3, § 15000-15387). The analytical methodology and thresholds of significance are based on the City of Los Angeles' *L.A. CEQA Thresholds Guide (2006)* unless otherwise noted.

#### ENVIRONMENTAL IMPACT ANALYSIS

##### I. AESTHETICS

##### **Senate Bill 743 - Environmental Quality: Transit Oriented Infill Projects**

In 2013, the State of California enacted Senate Bill 743 (SB 743),<sup>1</sup> which provides that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.” Public Resources Code (P.R.C.) § 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 in a transit priority area. P.R.C. A “transit priority area” is defined as an area within one-half 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.” (See P.R.C. § 21099(7)). A “Major Transit Stop” is defined 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.” (See P.R.C. § 21064.3). And lastly, an “Infill Site” is defined 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. (See P.R.C. § 21061.3).

Based on the criteria set forth above the Proposed Project is an employment center project located on an infill site within a Transit Priority Area as defined by CEQA.<sup>2</sup> The Project Site is located within 0.33 mile of the Hollywood and Vive Metro Rail Redline Transit Station and is also located within ½ mile of numerous bus routes with peak commute service intervals of 15 minutes or less. See Figure II-6, Project

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<sup>1</sup> SB 743 is codified as Public Resources Code Section 21099.

<sup>2</sup> City of Los Angeles, Department of City Planning, City of Los Angeles Zoning Information and Map Access System (ZIMAS), Parcel Profile Report, website: [www.zimas.lacity.org](http://www.zimas.lacity.org), accessed March 3, 2016.

Vicinity – Proximity to Transit Services in Section II, Project Description. Accordingly, the Project's aesthetic impacts shall not be considered significant impacts on the environment pursuant to Public Resources Code Section 21099. While Section 21099 prohibits aesthetic impacts from being considered significant environmental impacts pursuant to CEQA, it does not affect the ability of the City of Los Angeles to implement design review through its ordinances or other discretionary powers.

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

**No Impact.** The City's CEQA thresholds provide that a significant impact may occur if the Proposed Project would allow development in an existing natural open space area, has the potential to introduce features that would block or detract from the existing valued aesthetic quality of a scenic vista. Scenic vistas are generally described in two ways: panoramic views (visual access to a large geographic area, for which the field of view can be wide and extend into the distance) and focal views (visual access to a particular object, scene, or feature of interest).

The Project Site is currently developed with a "Jack in the Box" fast food restaurant and associated surface parking lot. Vegetation on the Project Site is limited to ornamental landscaping within raised planter beds. The Proposed Project will include the demolition/removal of the existing structures to allow for the development and operation of a 21-story mixed-use hotel and retail building. The scale and character of the area immediately surrounding the Project Site consists of multiple high-rise commercial buildings. Directly east of the Project Site, across N. Ivar Avenue is The Los Angeles Film School (6373 W. Sunset Boulevard), which occupies a 9-story building. Immediately southwest, across the intersection of W. Sunset and N. Cahuenga boulevards, is the CNN Building (6430 W. Sunset Boulevard), which is 14 stories. Additional high-rise buildings within one-quarter mile of the Project Site are located at 6464 W. Sunset Boulevard (11 stories), 1480 N. Vine Street (19 stories), and 6255 W. Sunset Boulevard (22 stories). Sunset Boulevard and Cahuenga Boulevard are both primarily commercial corridors. The Proposed Project's height, scale, massing, and setbacks is consistent and compatible with the scale and massing of other developments in the immediate project vicinity and viewshed. The proposed structure would include a maximum roof height of approximately 231 feet and 3 inches above the lowest natural grade along Sunset Boulevard. From a focal perspective, the Proposed Project would be compatible with other commercial buildings along Sunset Boulevard. From a panoramic perspective, the Proposed Project would provide a change in the skyline as viewed by the Hollywood Hills to the north. While the Proposed Project would become a visible part of the Hollywood skyline as viewed from the higher elevations within the Hollywood Hills, it is located approximately 0.75 miles from the nearest visible elevated vantage point from the Hollywood Hills and would not impede any scenic views of the greater Los Angeles Basin. Therefore, the Proposed Project would not have a substantial adverse effect on a scenic vista. Furthermore, as discussed above, pursuant to SB 743 and the provisions set forth by P.R.C. § 21099, the Proposed Project is classified as an employment center project on an infill lot in a transit priority area and, as such, its aesthetic impacts shall not be considered a significant impacts on the environment. Therefore, the Proposed Project's potential to result in a substantial adverse impact upon the environment is less than significant.

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

**No Impact.** The City's CEQA thresholds provide that a significant impact may occur if scenic resources would be damaged and/or removed by development of a project. The Project Site is currently developed with a Jack in the Box fast food restaurant and a surface parking lot. The restaurant was built in 1987 and is not considered a historic structure or scenic resource. There is no native vegetation or unique geologic features on-site. One existing ficus tree would be removed as a result of the Proposed Project. The ficus tree is not a protected tree species under the City of Los Angeles Protected Tree Ordinance, Ordinance No. 177404. The Project Site is not within the viewshed of a designated scenic highway. Furthermore, based on a database search of the Survey LA report for the Hollywood Redevelopment Area, none of the immediately adjacent properties are designated as historic resources. The Cinerama Dome, also known as Pacific's Cinerama Dome Theatre & Marquee, is located at 6360 W. Sunset Boulevard, approximately 200 feet southeast of the Project Site, on the south side of Sunset Boulevard. The Cinerama Dome is listed in the City of Los Angeles Department of City Planning's Office of Historic Resources Survey LA Historic Resource List.<sup>3</sup> Development of the Proposed Project would not directly impact or adversely affect views of the Cinerama Dome. Thus, the Proposed Project would not damage and/or remove any scenic resources within a State or City designated scenic highway, and no impact would occur. Furthermore, as discussed above, pursuant to SB 743 and the provisions set forth by P.R.C. § 21099, the Proposed Project is classified as an employment center project on an infill lot in a transit priority area and, as such, its aesthetic impacts shall not be considered a significant impact on the environment.

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

**Less Than Significant Impact.** The City's CEQA thresholds provide that a significant impact may occur if the Proposed Project were to introduce features that would detract from the existing valued aesthetic quality of a neighborhood, community, or localized area by conflicting with important aesthetic elements or the quality of the area (such as theme, style, setbacks, density, massing, etc.) or by being inconsistent with applicable design guidelines. The project will be required to comply with all applicable building code requirements, including Los Angeles Municipal Code (LAMC) Section 91.8104, which requires every building, structure, or portion thereof, to be maintained in a safe and sanitary condition and good repair, and free from, debris, rubbish, garbage, trash, overgrown vegetation or other similar material. In addition the removal of graffiti is required pursuant to LAMC Section 91.8104.15, which requires that the exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a street or alley. Pursuant to Section 91.6205 of the LAMC, the Applicant shall affix or paint a plainly visible sign, on publicly accessible portions of the construction barriers, with the following language: "POST NO BILLS". Such language shall appear at intervals of no less than 25 feet along the length of the publicly

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<sup>3</sup> *City of Los Angeles, Department of City Planning, Office of Historic Resources, Los Angeles Historic Resources Survey, Survey LA, Cinerama Dome, website: <http://www.historicplacesla.org/reports/d5bac005-a494-4215-9556-38793b9e63da#report>, accessed August 2015.*

accessible portions of the barrier. The code also requires the Applicant to be responsible for maintaining the visibility of the required signage and for maintaining the construction barrier free and clear of any unauthorized signs within 48 hours of occurrence. Thus, with adherence to these regulatory codes and – compliance measures, impacts related to the general aesthetic appearance, upkeep, and character of the Project Site would be less than significant.

From an architectural perspective, the City of Los Angeles' Citywide Design Guidelines (adopted June, 2011) include the Commercial Citywide Design Guidelines, Pedestrian Oriented/Commercial & Mixed-Use Projects, which is applicable to the Proposed Project. As part of the application for development, the requisite Checklist for Project Submittal was submitted to the Department of City Planning demonstrating that the Proposed Project is substantially consistent with the applicable design requirements for site planning, building orientation, entrances, relationship to adjacent buildings, pedestrian scale, building façade and form, building materials, storefront character, sidewalks, on-street parking, off-street parking and driveways, on-site landscaping, open space and plazas, building signage and placement, building signage materials, lighting and security, and utilities. As demonstrated in the Checklist, the Proposed Project is consistent with the applicable design requirements for the Commercial Citywide Design Guidelines, Pedestrian Oriented/Commercial & Mixed-Use Projects. Specifically, the Proposed Project incorporates articulation for the guest pedestrian access entry along Cahuenga Boulevard with colored and lit pylons and landscaping, guest pedestrian entry fronting Ivar Avenue, interior and exterior breakfast dining areas, and a patio area for the ground floor retail space. The Proposed Project also includes decorative screening on the podium structure; glazing and mullion alternate with glass panels; colored, illuminated panels along the tower; green walls in the podium structure and roof deck; painted surface on the northern wall of the podium to match the podium screening; and short term bicycle parking spaces along Sunset Boulevard adjacent to the ground floor retail. These design features are in accordance with the Citywide Design Guidelines. Therefore, the Proposed Project complies with the Citywide Design Guidelines.

### *Building Heights and Massing*

In terms of massing, the Proposed Project comprises a 19-story, rectangular tower (with hotel guest rooms) atop a two-story podium with four levels of subterranean parking. The tower will extend east-west along W. Sunset Boulevard, and will provide a stepback from the northern property line, which abuts lower-scale commercial buildings. This two-part composition in which a tower extends above a podium is common for high-rise buildings in the area, including those at 6430 and 6464 W. Sunset Boulevard. The proposed structure would be 21-stories high (approximately 231 feet and 3 inches above the lowest natural grade along Sunset Boulevard). The architectural design of the proposed structure includes two distinguishing breaks in height and step-backs. The Proposed Project's impacts with respect to building height and massing would therefore be less than significant.

### *Shade/Shadow*

Building shadow is a general condition of the urbanized environment, and is considered an aesthetic issue by the City of Los Angeles, which has established shadow impact standards. In accordance with the *L.A. CEQA Thresholds Guide*, "facilities and operations sensitive to the effects of shading include: routinely

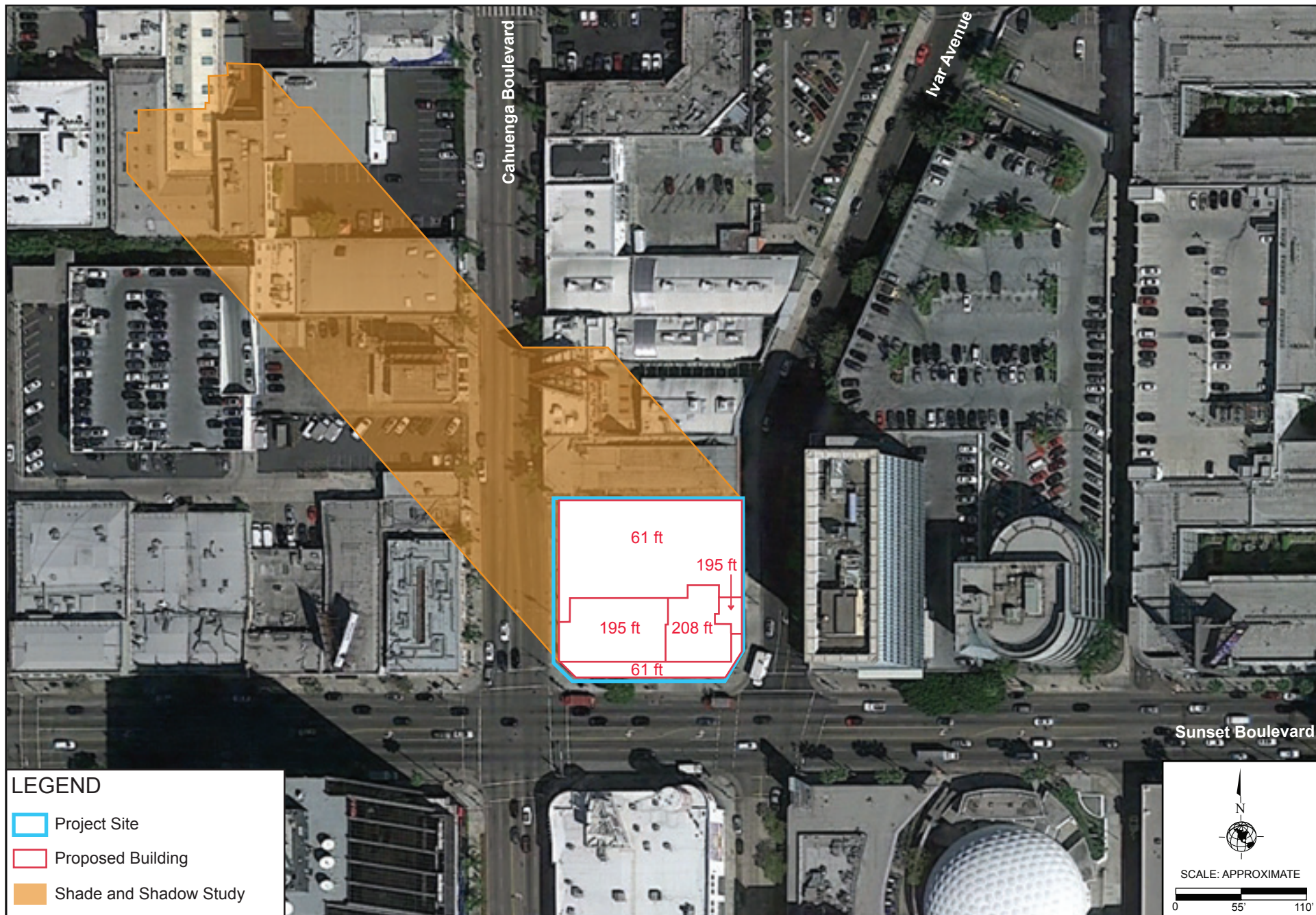
useable outdoor spaces associated with residential, recreational, or institutional (e.g., schools, convalescent homes) land uses; commercial uses such as pedestrian oriented outdoor spaces or restaurants with outdoor eating areas; nurseries; and existing solar collectors.” These land uses are termed “shadow-sensitive” because sunlight is important to function, physical comfort of commerce. Pursuant to the *L.A. CEQA Thresholds Guide*, a shading impact would normally be considered significant if shadow sensitive uses would be shaded by project-related structures for more than three hours between the hours of 9:00 a.m. and 3:00 p.m. Pacific Standard Time (between late October and early April), or for more than four hours between the hours of 9:00 a.m. and 5:00 p.m. Pacific Daylight Time (between early April and Late October).

Based on a survey of the adjacent buildings within the potential shadow envelope of the Proposed Project, no shadow sensitive land uses are within the Proposed Project’s projected shadow envelope. Illustrations depicting the Proposed Project’s estimated shadow envelope are provided in Figures III-1 through III-16, below. These figures represent the potential shadow envelope that would be cast on the surrounding area if the area was completely flat or was developed with significantly low-story structures. The properties surrounding the Project Site include commercial/retail, restaurants, a movie theater, a for-profit college, and parking lots between one and nine stories in height. The Proposed Project will cast a shadow to the northwest and the northeast during the winter months during the hours of 9:00 a.m. and 3:00 p.m. on the commercial/retail, industrial, and restaurants between one to two stories in height north of the Project Site. As these land uses are not shadow sensitive land uses, no shadow sensitive land use would be shaded for more than three hours each day between the hours of 9:00 a.m. and 3:00 p.m. During the summer months, the Proposed Project will cast a shadow to the west and east during the hours of 9:00 a.m. and 5:00 p.m. on the commercial/retail and restaurants between one to two stories in height to the west and the Los Angeles Film School approximately 9 stories in height to the east. As these land uses are not shadow sensitive land uses, no shadow sensitive land use would be shaded for more than three hours each day between the hours of 9:00 a.m. and 5:00 p.m. As a result, the Proposed Project would not result in a shadow impact as defined by the City’s thresholds of significance criteria for determining a significant shade and shadow impact. Furthermore, as discussed above, pursuant to SB 743 and the provisions set forth by P.R.C. § 21099, the Proposed Project is classified as an employment center project on an infill lot in a transit priority area and, as such, its aesthetic impacts shall not be considered a significant impacts on the environment.

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

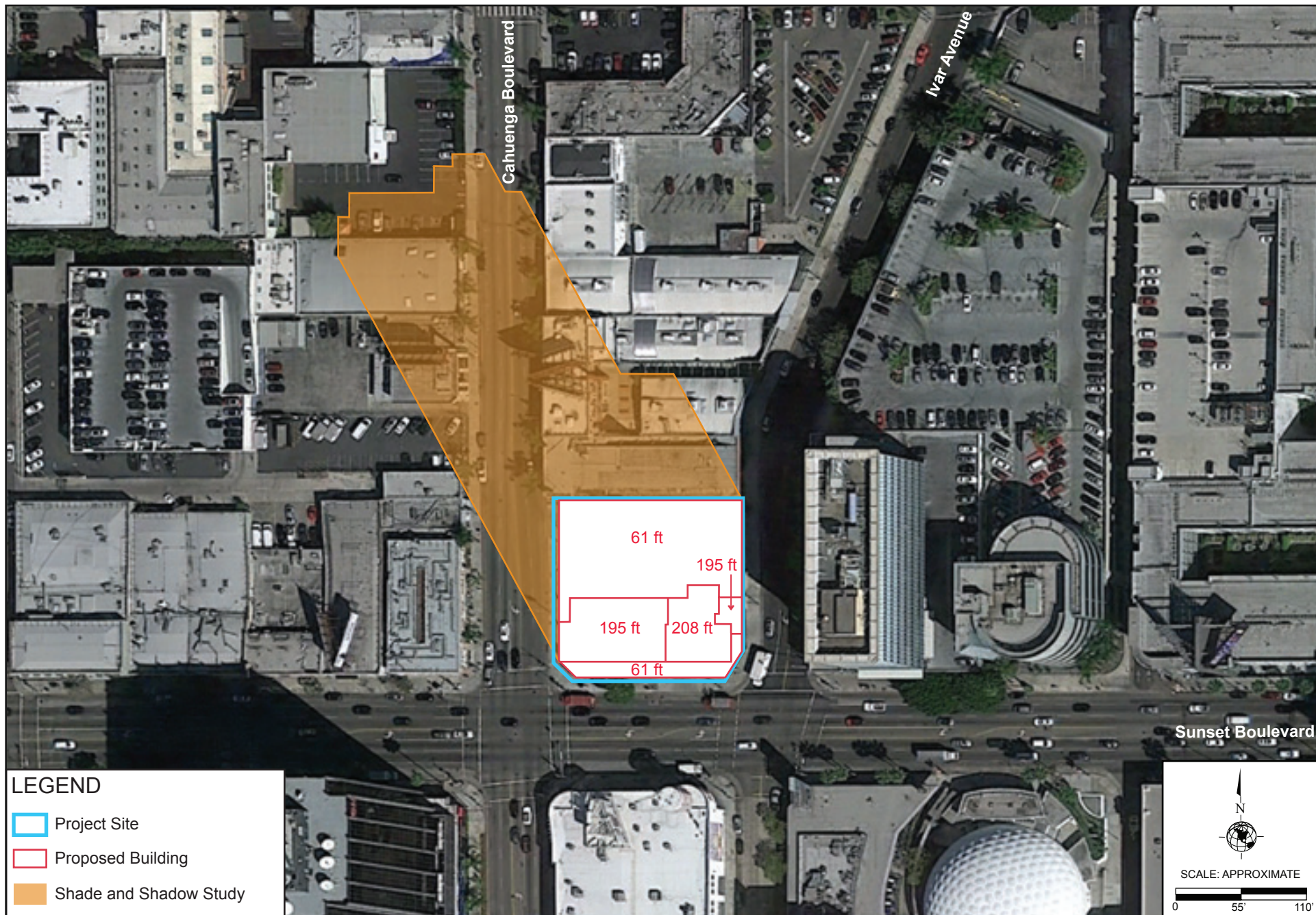
**Less Than Significant Impact.** The City’s CEQA thresholds provide that a significant impact may occur if the project introduces new sources of light or glare on or from the project site which would be incompatible with the areas surrounding the project site, or which pose a safety hazard to motorists utilizing adjacent streets or freeways. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the proposed project results in a significant nighttime illumination impact shall be made considering the following factors: (a) the change in ambient illumination levels as a result of proposed project sources; and (b) the extent to which proposed project lighting would spill off the project site and affect adjacent light-sensitive areas.





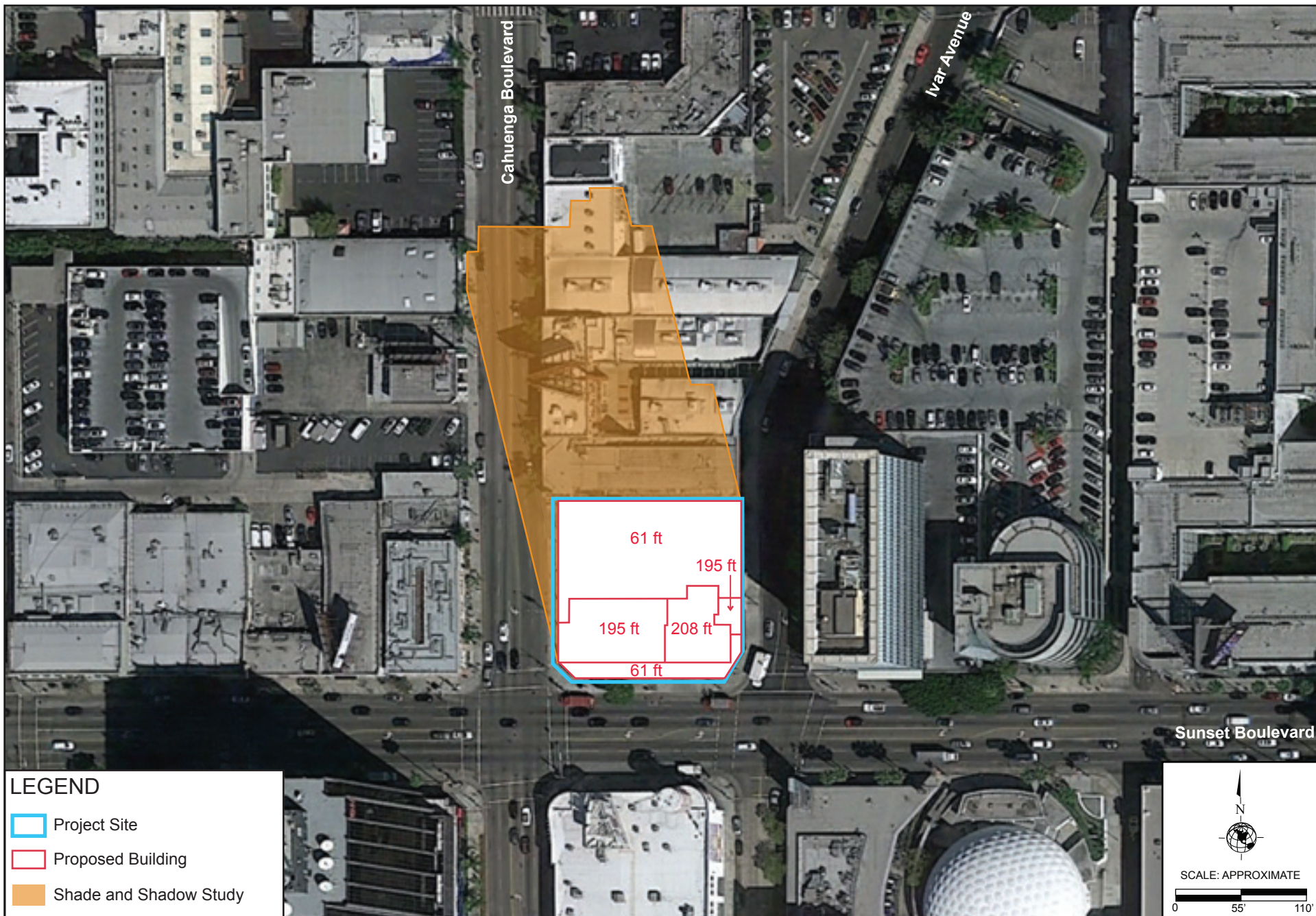
Source: Google Earth, Aerial View, 2015.





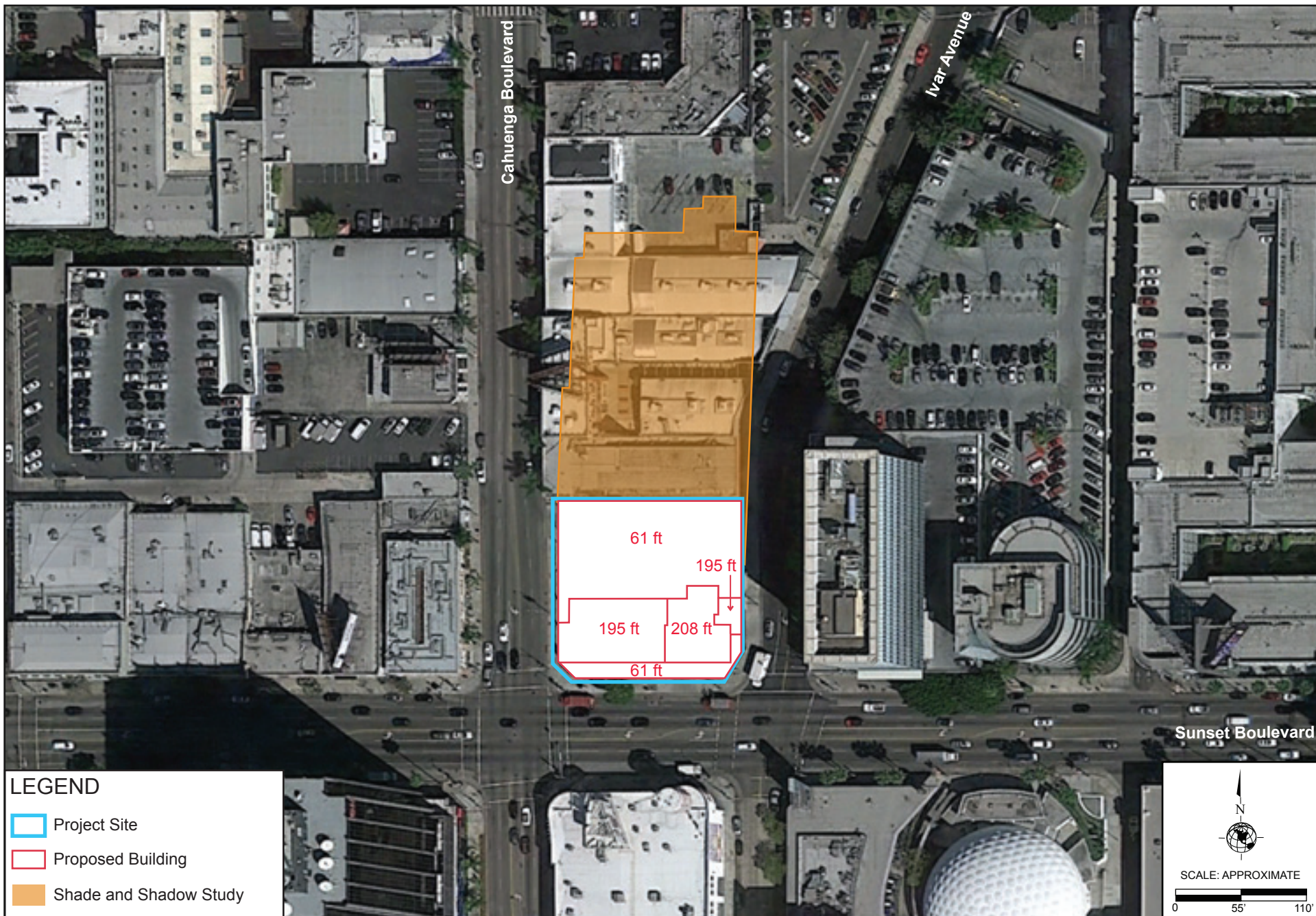
Source: Google Earth, Aerial View, 2015.





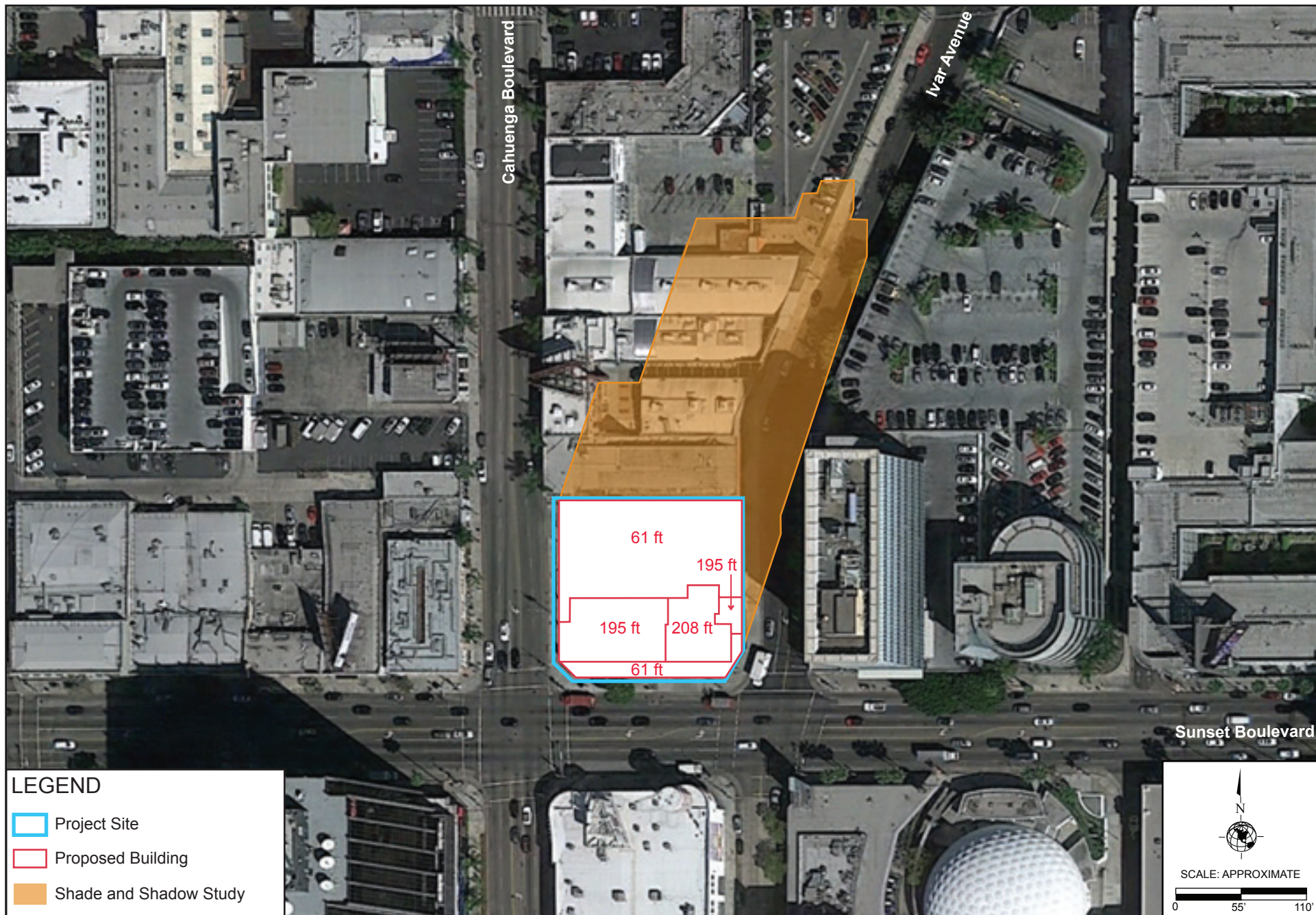
Source: Google Earth, Aerial View, 2015.





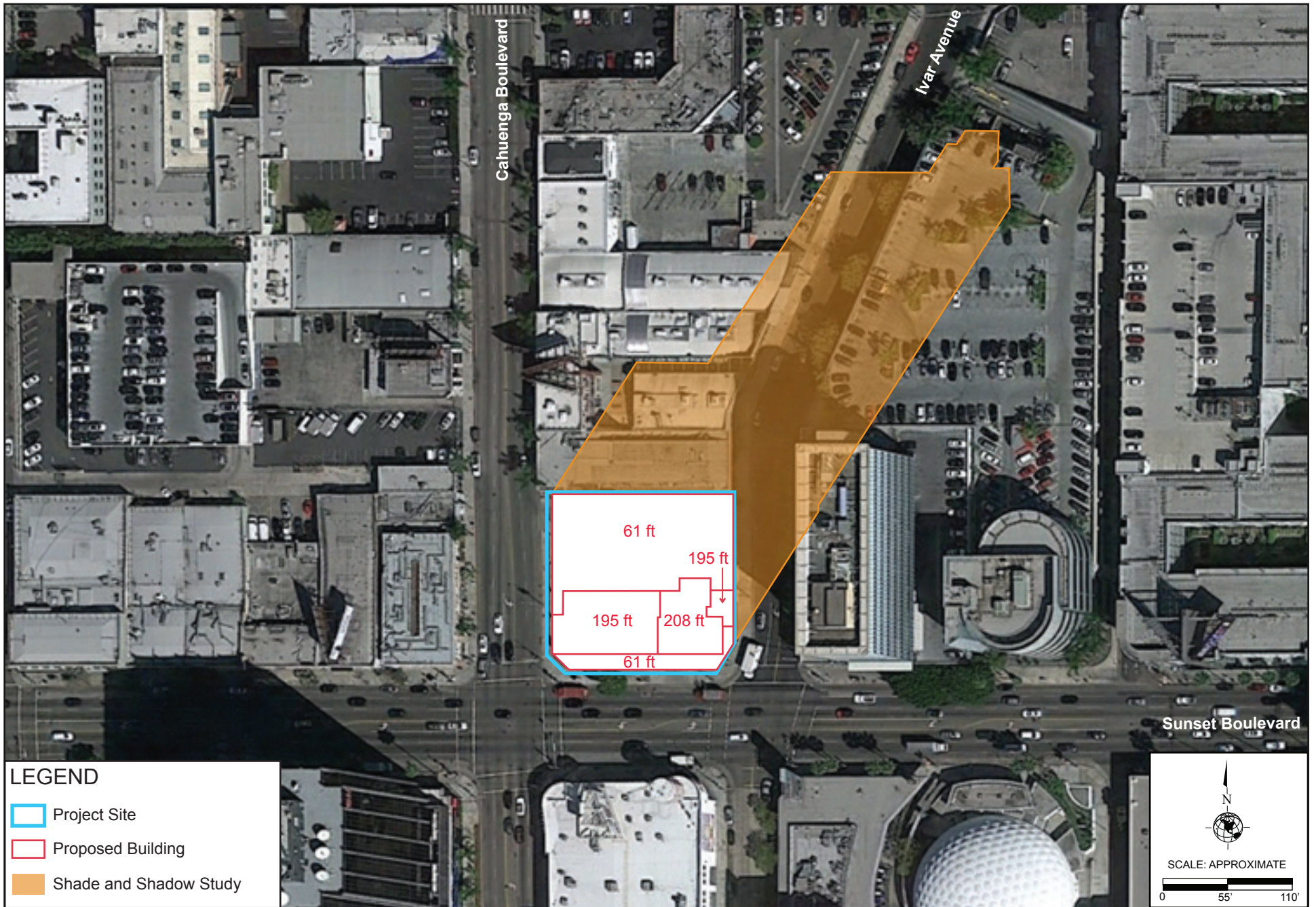
Source: Google Earth, Aerial View, 2015.





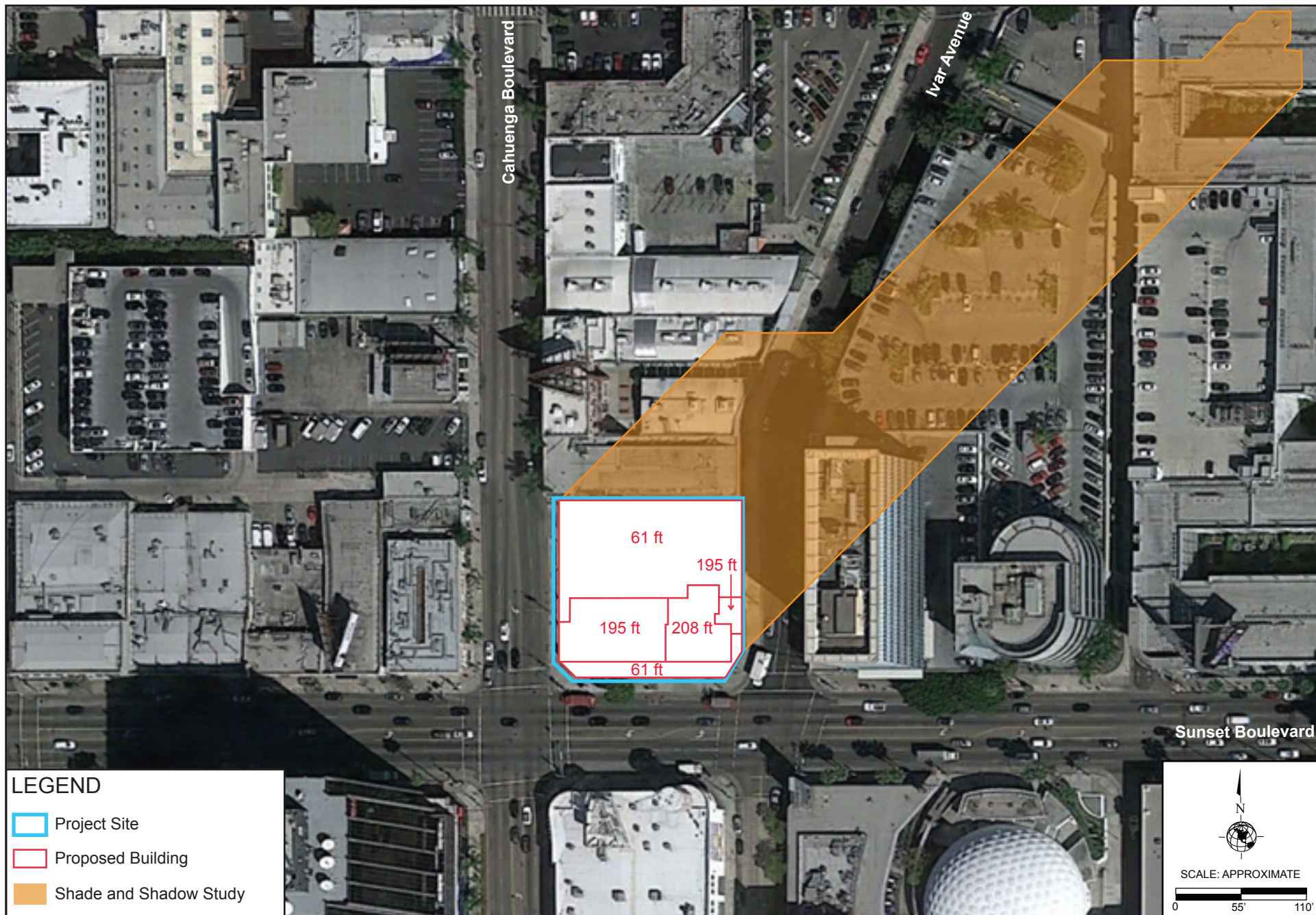
Source: Google Earth, Aerial View, 2015.





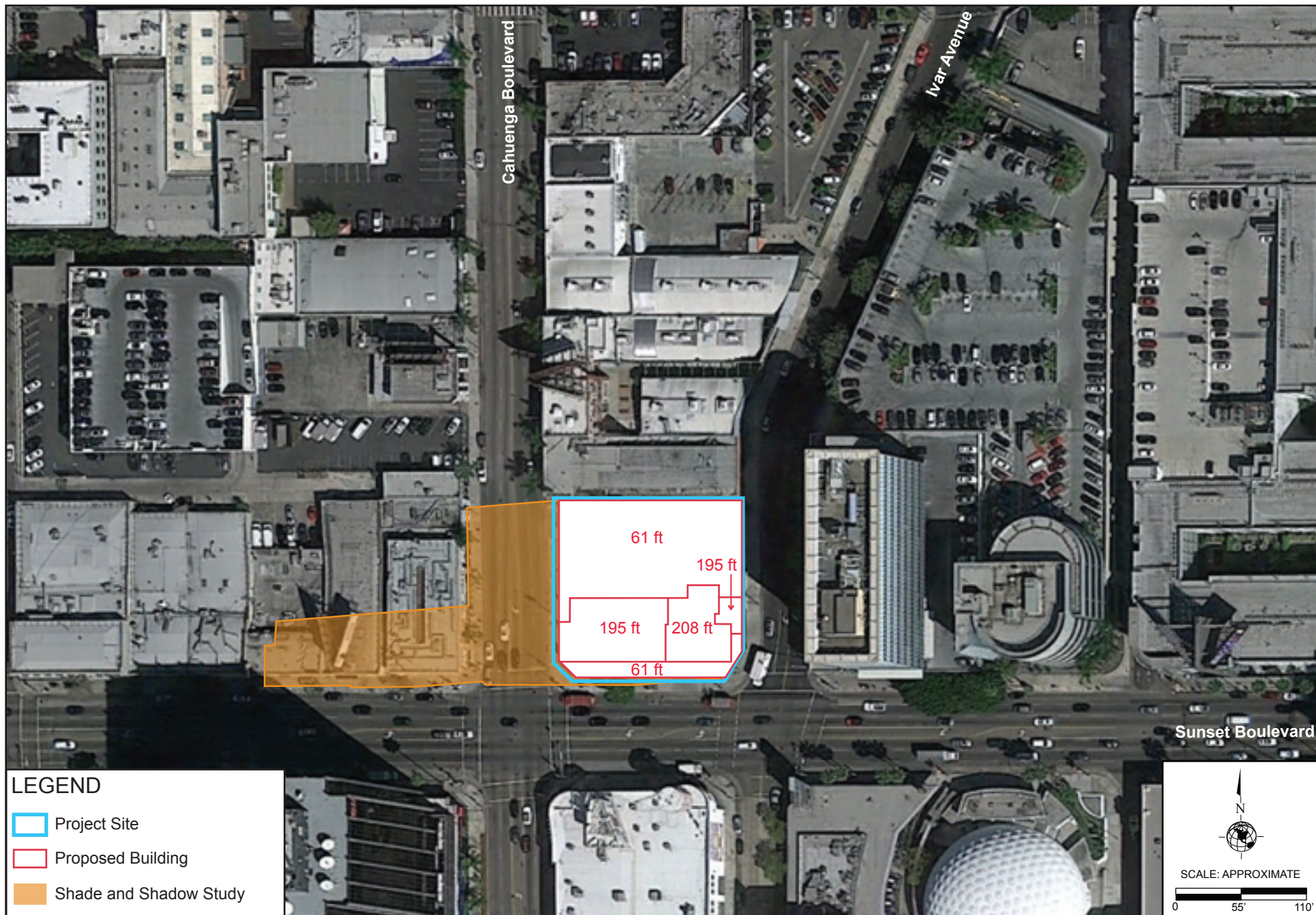
Source: Google Earth, Aerial View, 2015.





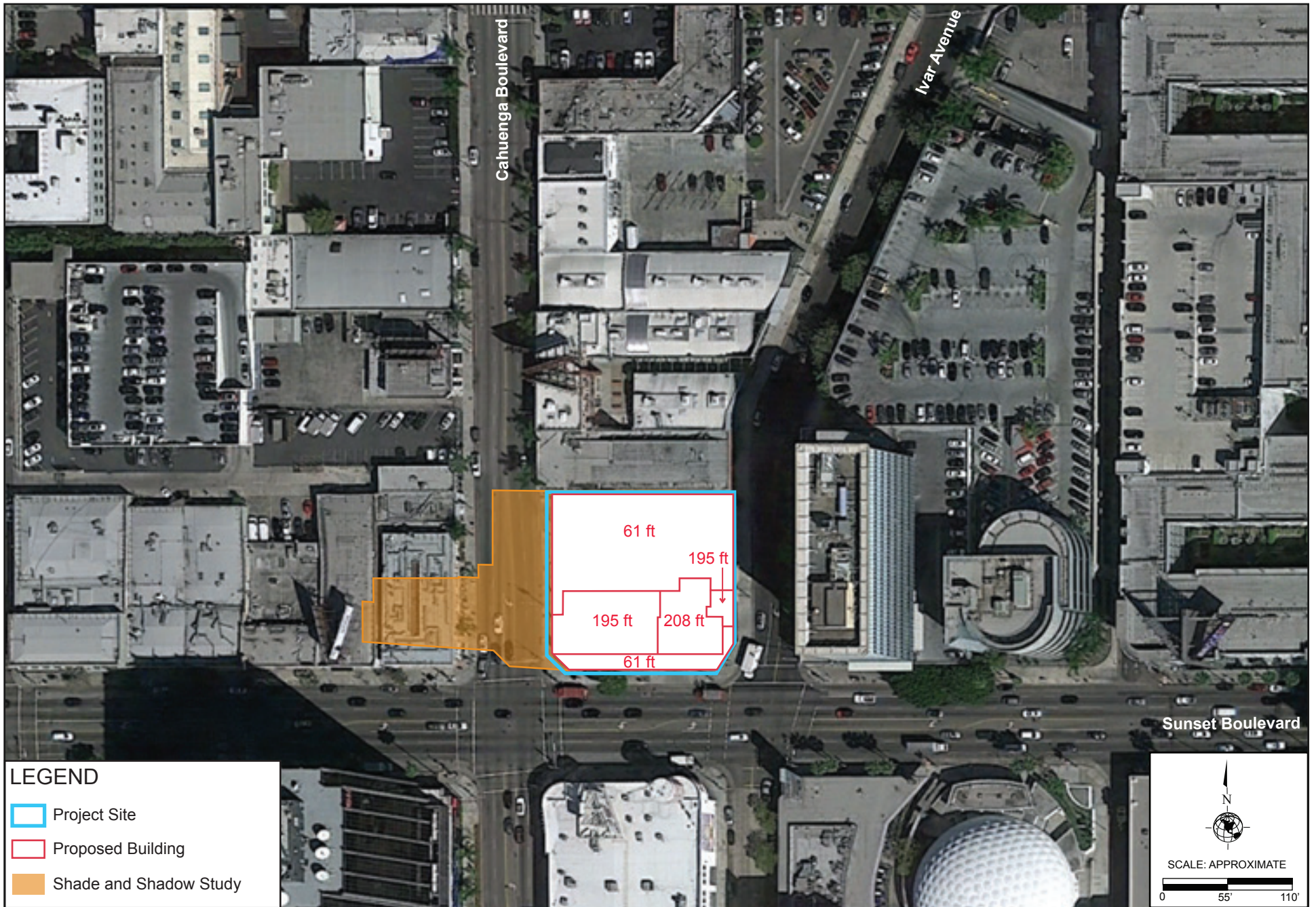
Source: Google Earth, Aerial View, 2015.





Source: Google Earth, Aerial View, 2015.



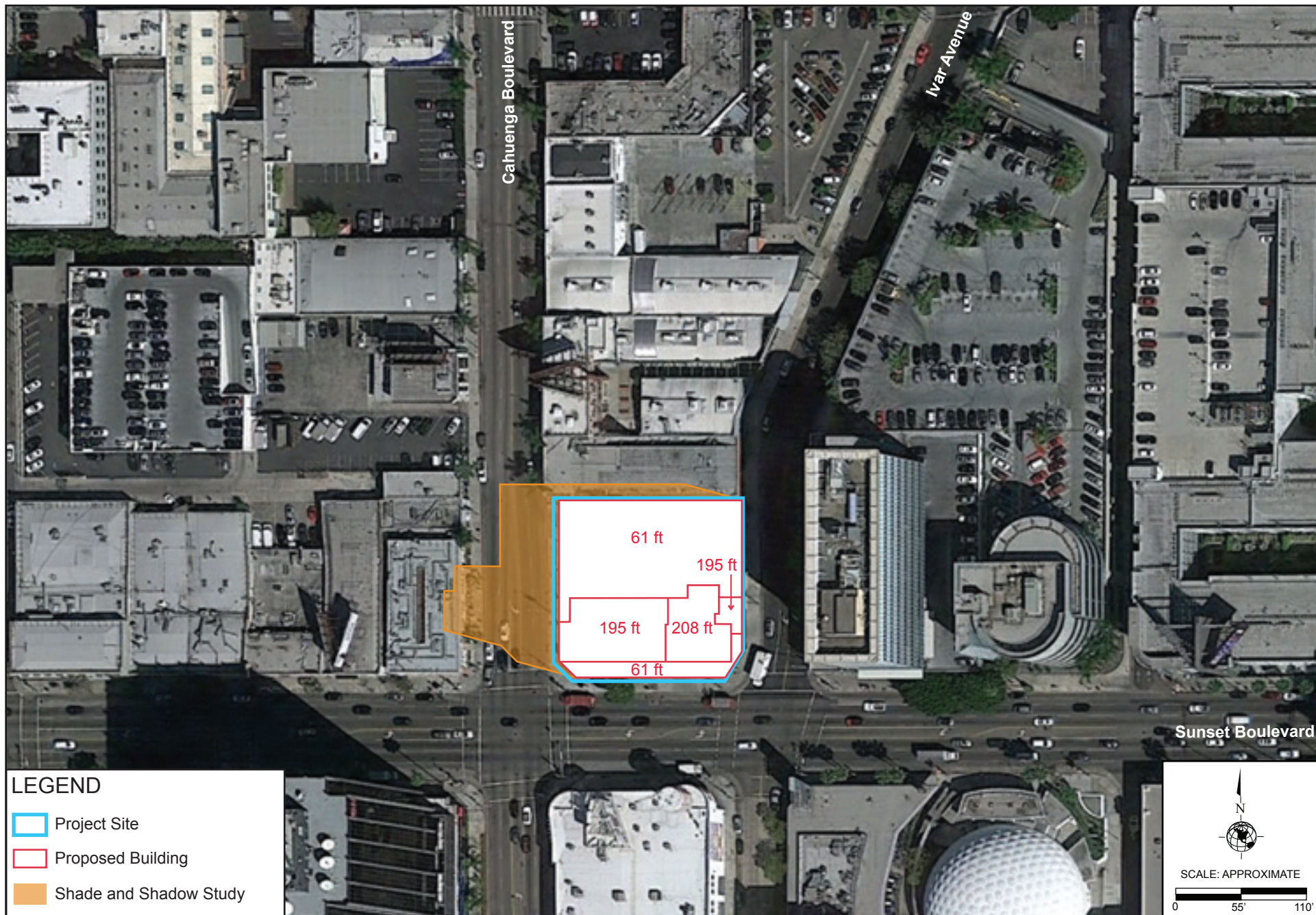


Source: Google Earth, Aerial View, 2015.



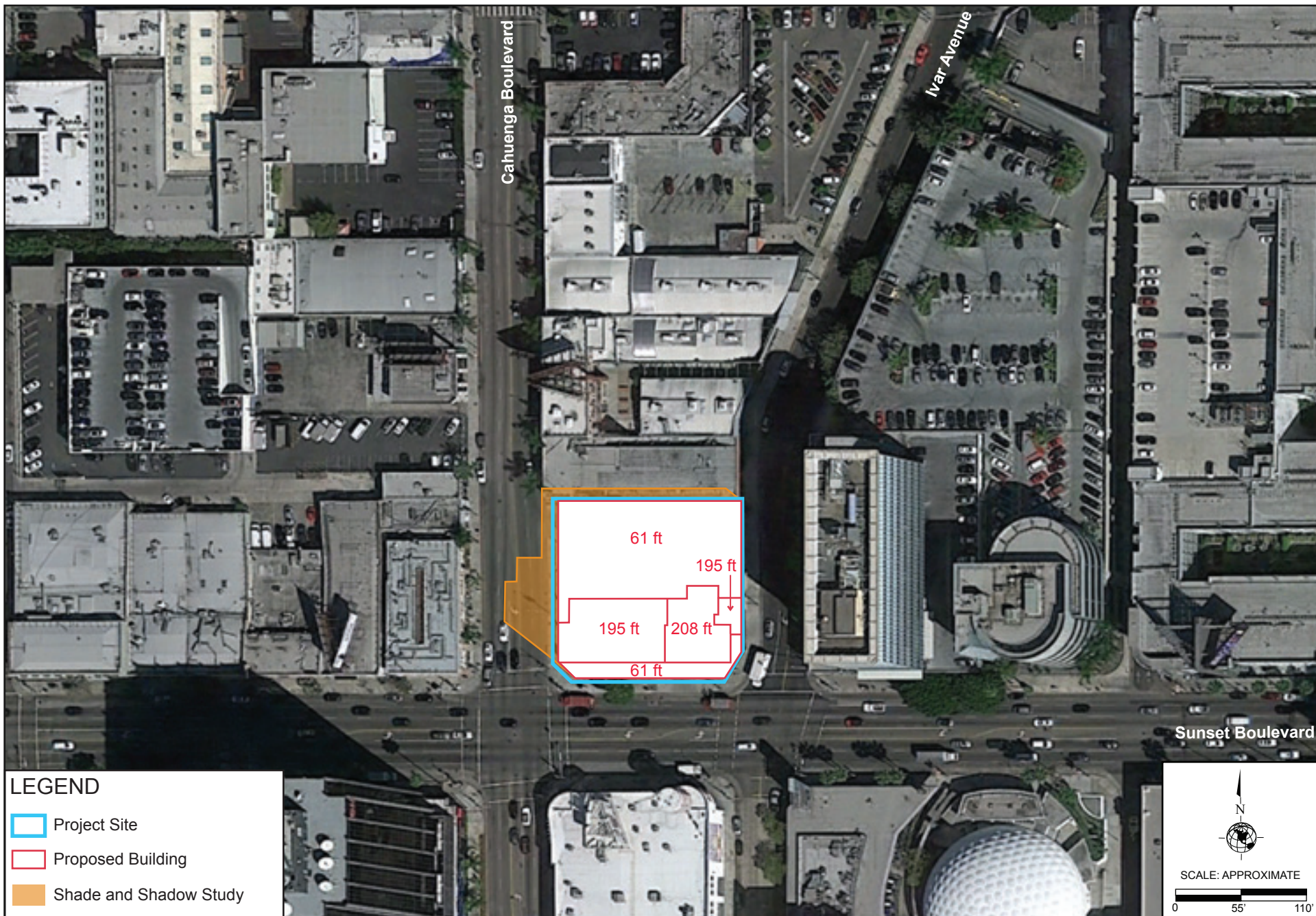
Figure III-9  
Summer Solstice Shadows  
10:00 A.M.





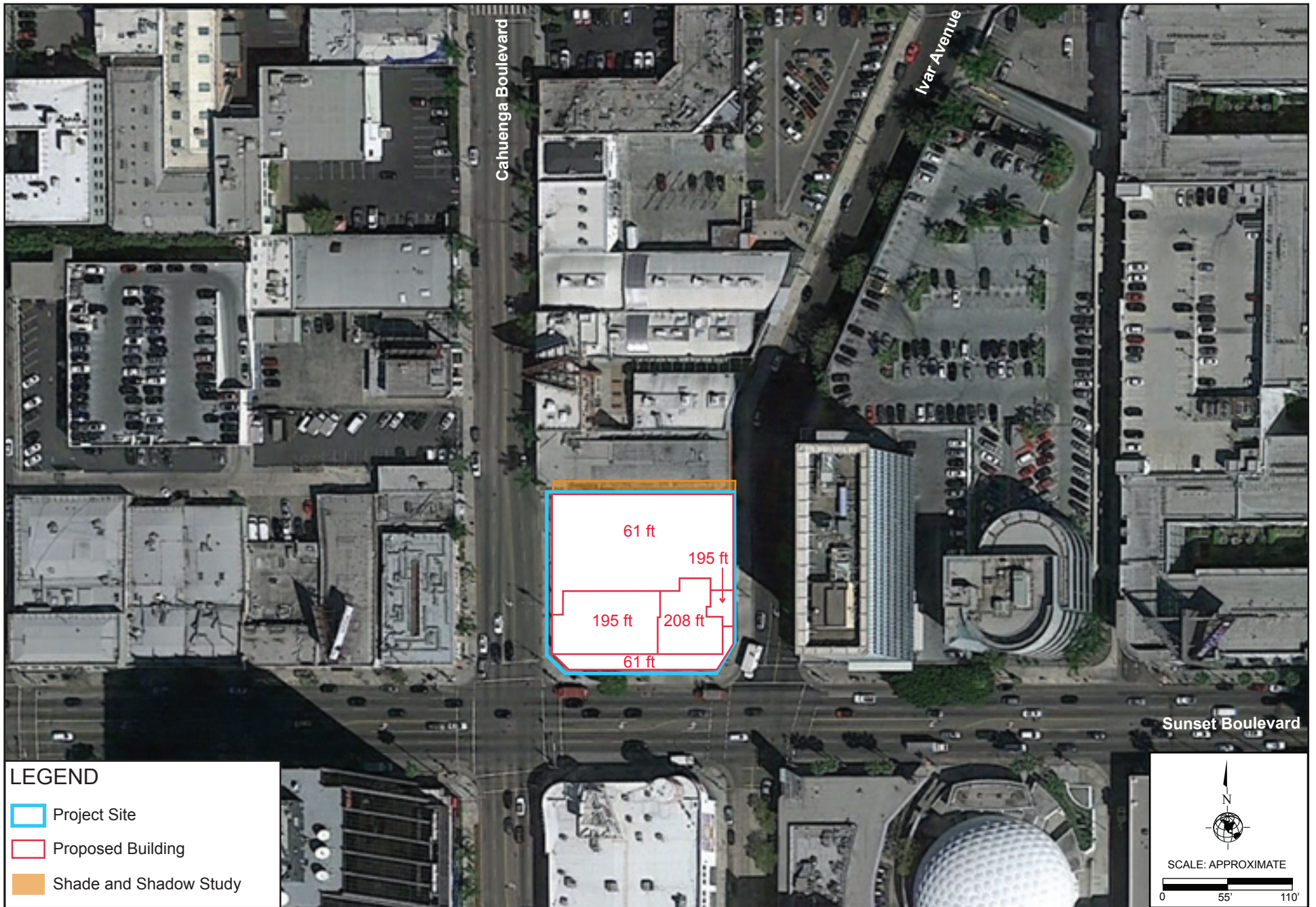
Source: Google Earth, Aerial View, 2015.





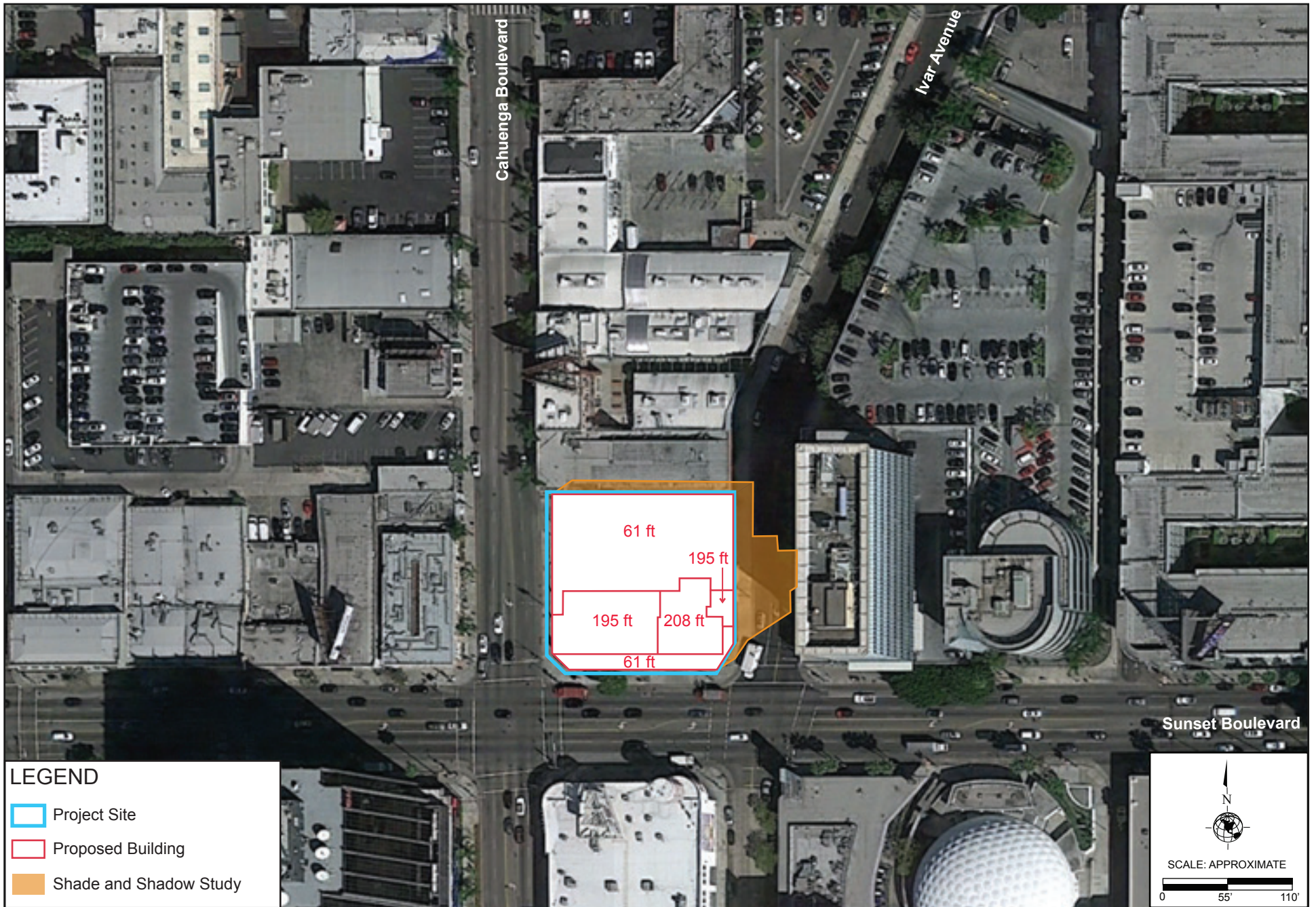
Source: Google Earth, Aerial View, 2015.





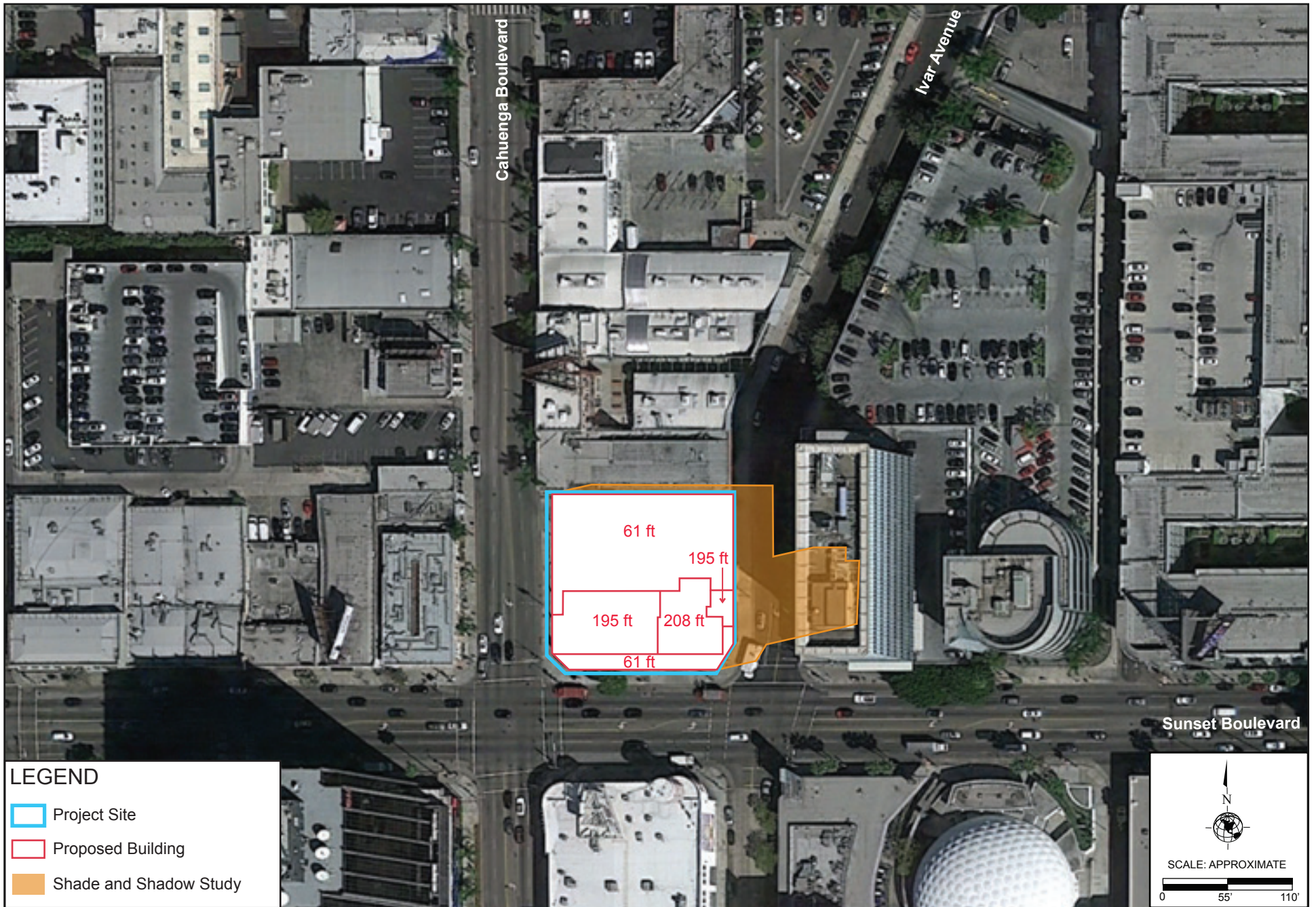
Source: Google Earth, Aerial View, 2015.





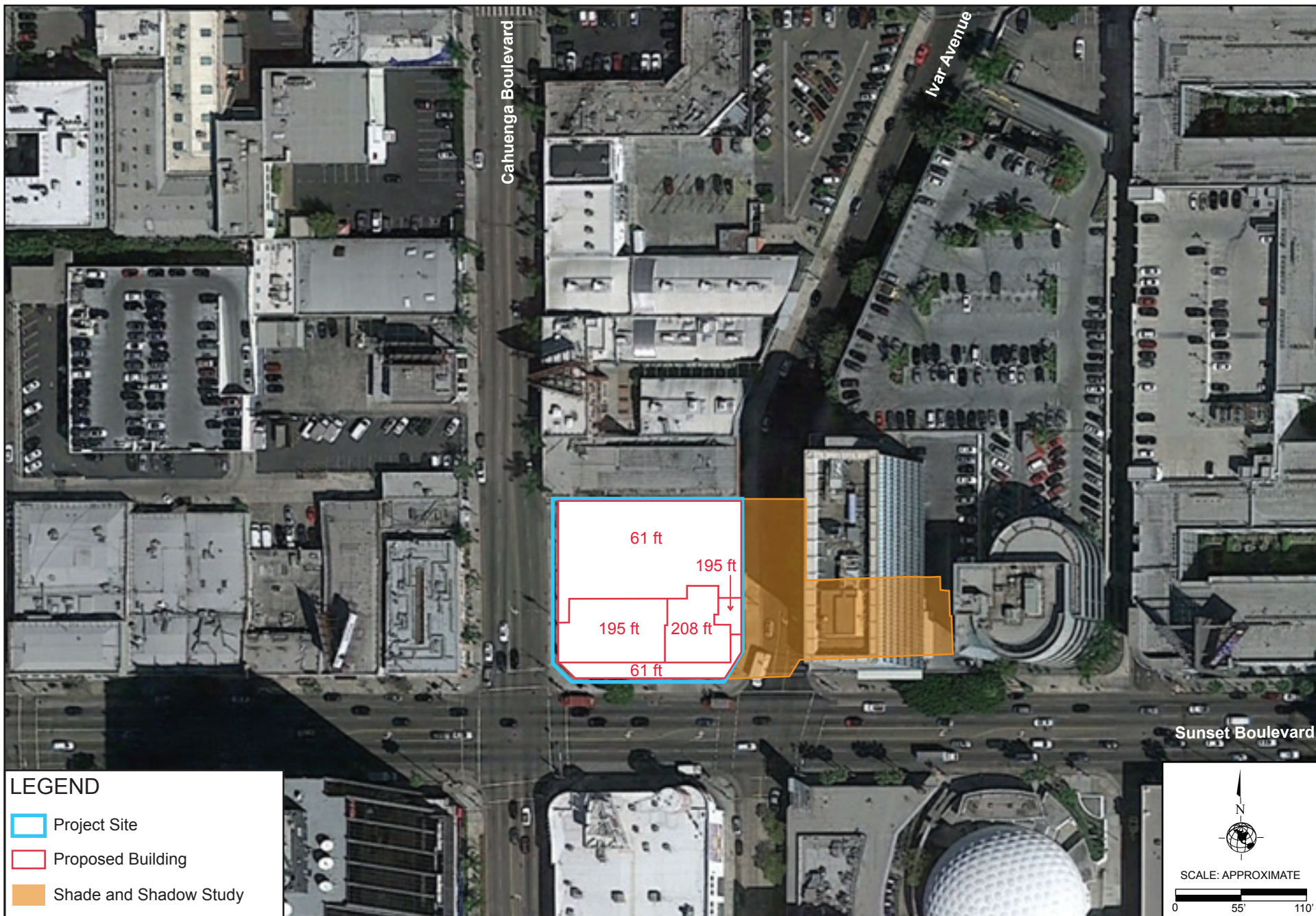
Source: Google Earth, Aerial View, 2015.





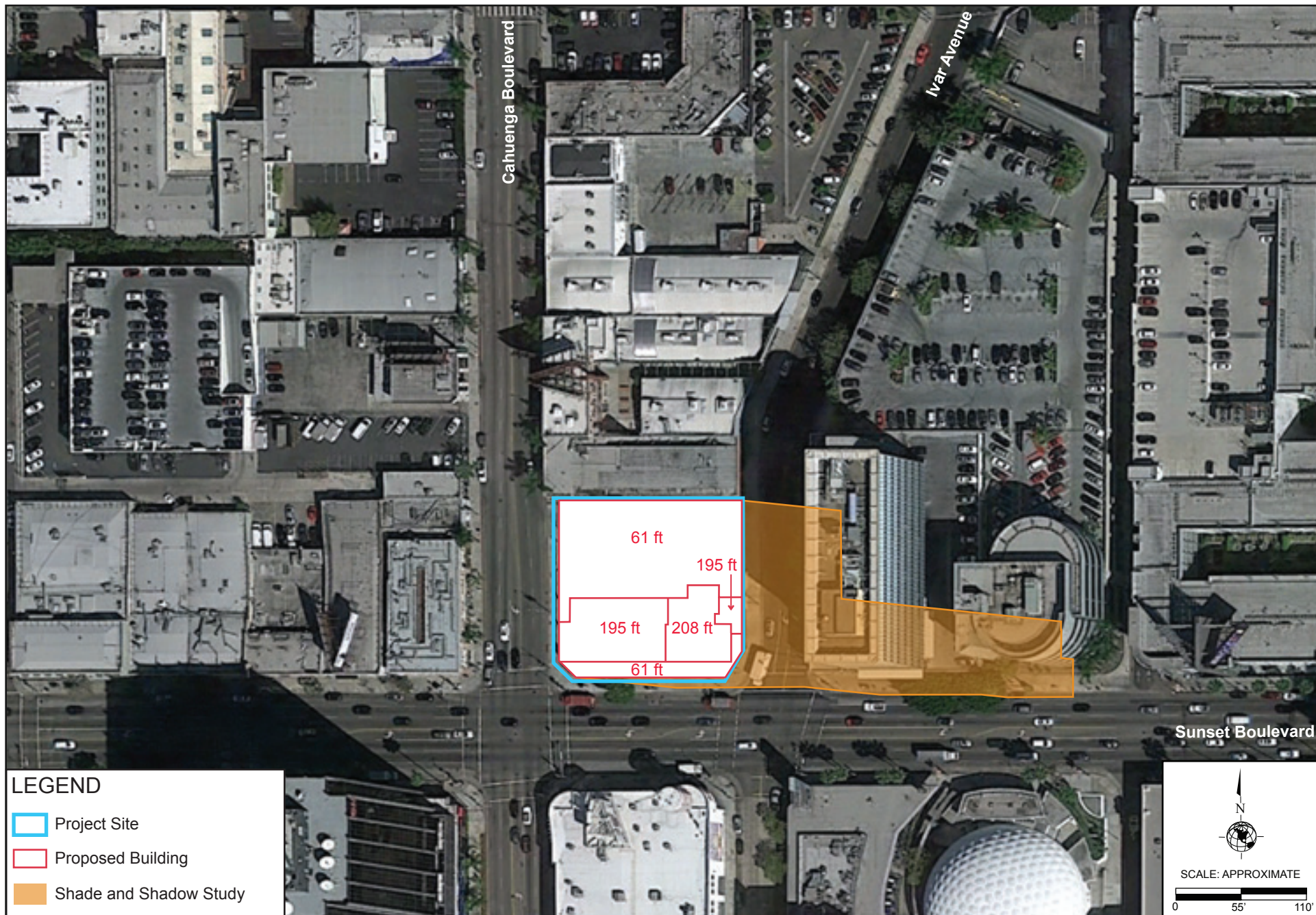
Source: Google Earth, Aerial View, 2015.





Source: Google Earth, Aerial View, 2015.





Source: Google Earth, Aerial View, 2015.

*Light*

Lighting for the Proposed Project would be provided in order to illuminate the building entrances, common open space areas, and parking areas, largely to provide adequate night visibility for hotel guests and visitors and to provide a measure of security. All outdoor lighting fixtures will be designed and installed with shielding, such that the light source cannot be seen from adjacent properties or the public right-of-way. The Project's lighting fixtures would be installed and operated in accordance with 99.05.106.8 (Light Pollution Reduction) of the City of Los Angeles Green Building Code. The Proposed Project would not generate a substantial increase in ambient lighting as the majority of lighting would be directed towards the interior of the Project Site and away from any nearby land uses. Therefore, the Proposed Project's impacts would be less than significant.

*Glare*

Potential reflective surfaces in the Project vicinity include automobiles traveling and parked on streets, exterior building windows, and surfaces of brightly painted buildings. Excessive glare not only restricts visibility, but also increases the ambient heat reflectivity in a given area. The Proposed Project would not introduce any new substantial sources of glare that are incompatible with the surrounding areas. Therefore, the Proposed Project's impacts would be less than significant.

**Cumulative Impacts**

**Less Than Significant Impact.** Development of the Proposed Project in conjunction with the 69 related projects would result in an intensification of existing prevailing land uses in the Hollywood area of the City of Los Angeles. Development of the related projects is expected to occur in accordance with adopted plans and regulations. With respect to the overall visual quality of the surrounding neighborhood, each of the related projects would be subject to site plan review by the Los Angeles Department of City Planning for review and approval. Related project No. 57, located at 1525 Cahuenga Boulevard, is a seven story, 69-unit hotel development located directly to the northwest of the Project Site across, Cahuenga Boulevard. With respect to cumulative aesthetic impacts, the development of the Proposed Project in conjunction with the development of Related Project No. 57 would result in the continued revitalization of older and underutilized properties within the Hollywood area. Both projects are compatible with the scale and massing of other structures within the area and would result in a less than cumulatively considerable impact upon aesthetics. Through compliance with the site plan review process, each project would be constructed as approved and in a manner that is consistent with and compatible with the existing urban form and character of the surrounding environment. Therefore, cumulative aesthetic impacts would be less than significant.

## II. AGRICULTURE AND FORESTRY RESOURCES

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

**No Impact.** The Project Site is improved with an operational fast food restaurant (“Jack in the Box”). The Project Site is located in a highly developed area of Hollywood in the City of Los Angeles and is zoned for commercial land uses. No farmland or agricultural activity exists on the Project Site, nor is there any farmland or agricultural activities in the vicinity of the Project Site. According to the “Los Angeles County Important Farmland 2010” map, which was prepared by the California Department of Conservation, Division of Land Resource Protection, the soils at the Project Site are not candidate for listing as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.<sup>4</sup> Therefore, under current analysis, no impact to agricultural lands would occur.

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

**No Impact.** The Project Site is located within the jurisdiction of the City of Los Angeles and is, therefore, subject to the applicable land use and zoning requirements in the LAMC. The Project Site is currently zoned C4-2D-SN with the land use designation of Regional Center Commercial and is not zoned for agricultural production, and no farmland activities exist on-site. The proposed Vesting Zone Change and Height District Change would not zone the Project Site for agricultural production. In addition, no Williamson Act Contracts are in effect for the Project Site.<sup>5</sup> Therefore, no impact would occur.

- 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.** The Project Site is zoned C4-2D-SN, which has a land use designation of Regional Center Commercial in the Hollywood Community Plan. The Project Site is not zoned as forestland or timberland, and there is no timberland production at the Site. The proposed Vesting Zone Change and Height District Change would not zone the Project Site as forestland or timberland. Therefore, no impact would occur.

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<sup>4</sup> State of California Department of Conservation, Division of Land Resource Protection, *Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland 2010, Map*. <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2010/los10.pdf>, accessed August 2015.

<sup>5</sup> *Williamson Act Program, California Division of Land Resource Protection, website*: <http://www.conservation.ca.gov/dlrp/lca/Pages/Index.aspx>, accessed August 2015.

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

**No Impact.** The Project Site is fully developed and currently contains a fast food restaurant and a paved surface parking lot. The Project Site is located in a highly developed area of Hollywood. There is no significant vegetation on-site. No forested lands or protected vegetation exist on or in the vicinity of the Project Site. Therefore, no impact would occur.

**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.** Neither the Project Site, nor nearby properties, are currently utilized for agricultural or forestry uses. As discussed above, the Project Site is not classified in any “Farmland” category designated by the State of California. According to the “Los Angeles County Important Farmland 2010” map, which was prepared by the California Department of Conservation, Division of Land Resource Protection, the soils at the Project Site is not candidates for listing as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.<sup>6</sup> Therefore, no impact would occur.

**Cumulative Impacts**

**No Impact.** Development of the Proposed Project in combination with the 69 related projects would not result in the conversion of State-designated agricultural land from agricultural use to a non-agricultural use, nor result in the loss of any forest land or conversion of forest land to non-forest use. The Los Angeles County Important Farmland 2010 Map maintained by the California Division of Land Resource Protection indicates that the Project Site and the surrounding area are not included in the Important Farmland category.<sup>7</sup> The Project Site is located in an urbanized area in Hollywood within the City of Los Angeles and does not include any State-designated agricultural lands or forest uses. Therefore, no cumulative impact would occur.

**III. AIR QUALITY****a) Would the project conflict with or obstruct implementation of the applicable air quality plan?**

**Less Than Significant Impact.** A significant air quality impact could occur if the Proposed Project is not consistent with the applicable Air Quality Management Plan (AQMP) or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The most recent AQMP was adopted by the Governing Board of the South Coast Air Quality Management District (SCAQMD) on December 7, 2012 (“Final 2012 AQMP”). The transportation strategy and transportation

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<sup>6</sup> State of California Department of Conservation, Division of Land Resource Protection, *Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland 2010, Map*. <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2010/los10.pdf>, accessed August 2015.

<sup>7</sup> *Ibid.*



control measures (TCMs), included as part of the 2012 AQMP and SIP for the South Coast Air Basin, are based on SCAG's adopted 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and 2011 Federal Transportation Improvement Program (FTIP). For purposes of assessing a project's consistency with the AQMP, Projects that are consistent with the growth forecast projections of employment and population forecasts identified in the 2012-2035 RTP/SCS are considered consistent with the AQMP, since the growth projections contained in the 2012-2035 RTP/SCS form the basis of the land use and transportation control portions of the AQMP.

As discussed in Question XIII (a), the Proposed Project is consistent with the regional employment projections for the Los Angeles Subregion and is consistent with the smart growth policies of the 2012-2035 RTP/SCS to increase housing density within close proximity to High-Quality Transit Areas (HQTAs). An HQTAs is defined as a generally a walkable transit village or corridor within one half-mile of a well-served transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours. The Proposed Project would concentrate new development and jobs within a half of a mile (walking distance) from the Hollywood/Vine Metro Station and is served by several Metro bus lines. Thus the Project's location provides opportunities for employees, guests, and visitors to use public transit to reduce vehicle trips. The Proposed Project is also located in a Transit Priority Area as defined by CEQA Sections 21099 and 21064.3.<sup>8</sup> Studies by the California Department of Transportation, the U.S. Environmental Protection Agency and the Metropolitan Transportation Commission have found that focusing development in areas served by transit can result in local, regional and statewide benefits including reduced air pollution and energy consumption. The Proposed Project's mixed-use nature and close proximity to neighborhood-serving commercial/retail land uses and regional transit would result in fewer trips and a reduction to the Proposed Project's vehicle miles traveled (VMTs) as compared to the base trip rates for similar stand-alone hotel uses that are not located in close proximity to transit. Thus, because the Proposed Project would be consistent with the growth projections and regional land use planning policies of the 2012-2035 RTP/SCS, the Proposed Project would not conflict with or obstruct implementation of the 2012 AQMP and project impacts would be less than significant.

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

**Less Than Significant Impact.** Based on the *L.A. CEQA Thresholds Guide*, a project may have a significant impact where project-related emissions would exceed federal, State, or regional standards or thresholds, or where project-related emissions would substantially contribute to an existing or projected air quality violation.

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<sup>8</sup> City of Los Angeles, Department of City Planning, City of Los Angeles Zoning Information and Map Access System (ZIMAS), Parcel Profile Report, website: [www.zimas.lacity.org](http://www.zimas.lacity.org), accessed March 3, 2016.

## Construction Emissions

For purposes of analyzing impacts associated with air quality, this analysis assumes a Project construction schedule of approximately 22 months, with final buildout occurring in 2018. Construction activities associated with the Project would be undertaken in four main steps: (1) demolition/site clearing, (2) excavation and grading, (3) building construction, and (4) architectural coating/finishing. These construction activities would temporarily create emissions of dusts, fumes, equipment exhaust, and other air contaminants. Construction activities involving site excavation, grading and foundation preparation would primarily generate PM<sub>2.5</sub> and PM<sub>10</sub> emissions. Mobile sources (such as diesel-fueled equipment onsite and traveling to and from the Project Site) would primarily generate NO<sub>x</sub> emissions. The application of architectural coatings would primarily result in the release of ROG emissions. The amount of emissions generated on a daily basis would vary, depending on the amount and types of construction activities occurring at the same time.

The analysis of daily construction emissions has been prepared utilizing the California Emissions Estimator Model (CalEEMod) as recommended by the SCAQMD. Table III-1, Estimated Peak Daily Construction Emissions, identifies daily emissions that are estimated to occur on peak construction days for each construction phase. These calculations assume that appropriate dust control measures would be implemented as part of the Proposed Project during each phase of development, as required and regulated by SCAQMD. For purposes of this analysis, the following regulatory compliance measures have been identified as being applicable to the Proposed Project's construction activities:

- **Regulatory Compliance Measure RC-AQ-1 (Demolition, Grading and Construction Activities):** Compliance with provisions of the SCAQMD District Rule 403. The project shall comply with all applicable standards of the Southern California Air Quality Management District, including the following provisions of District Rule 403:
  - a) All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
  - b) The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
  - c) All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
  - d) All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
  - e) All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.

**Table III-1  
Estimated Peak Daily Construction Emissions**

<b>Emission Source</b>	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>SO<sub>2</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
<b>Demolition</b>						
On-Site Fugitive Dust	--	--	--	--	0.25	0.04
On-Site Off-Road (Diesel Equipment)	1.31	11.24	8.70	0.01	0.80	0.77
Off Site (Hauling, Vendor, Worker)	0.06	0.40	0.87	<0.01	0.14	0.04
<b>Total Emissions</b>	<b>1.37</b>	<b>11.64</b>	<b>9.57</b>	<b>0.01</b>	<b>1.19</b>	<b>0.85</b>
<b>SCAQMD Thresholds</b>	<b>100</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Significant Impact?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Grading</b>						
On-Site Fugitive Dust	--	--	--	--	0.84	0.43
On-Site Off-Road (Diesel Equipment)	1.31	11.24	8.70	0.01	1.65	1.20
Off Site (Hauling, Vendor, Worker)	1.88	29.04	23.13	0.08	2.31	0.91
<b>Total Emissions</b>	<b>3.19</b>	<b>40.28</b>	<b>31.83</b>	<b>0.09</b>	<b>4.80</b>	<b>2.54</b>
<b>SCAQMD Thresholds</b>	<b>100</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Significant Impact?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Building Construction Phase</b>						
On-Site Off-Road Diesel Equipment	1.38	13.71	8.21	0.01	0.94	0.86
Off Site (Hauling, Vendor, Worker)	0.76	3.94	10.35	0.02	1.38	0.41
<b>Total Emissions</b>	<b>2.14</b>	<b>17.65</b>	<b>18.56</b>	<b>0.03</b>	<b>2.32</b>	<b>1.27</b>
<b>SCAQMD Thresholds</b>	<b>100</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Significant Impact?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Paving Phase</b>						
On-Site Off-Road Diesel Equipment	1.04	9.83	7.24	0.01	0.60	0.56
Off-Site Hauling/Vendor/Worker Trips	0.07	0.09	0.97	<0.01	0.20	0.05
<b>Total Emissions</b>	<b>1.11</b>	<b>9.92</b>	<b>8.21</b>	<b>0.01</b>	<b>0.80</b>	<b>0.61</b>
<b>SCAQMD Thresholds</b>	<b>100</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Significant Impact?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Architectural Finishing</b>						
On-Site Architectural Coating	48.52	--	--	--	0.00	0.00
On-Site Off-Road Diesel Equipment	0.33	2.18	1.87	<0.01	0.17	0.17
Off-Site Hauling/Vendor/Worker Trips	0.07	0.10	1.02	<0.01	0.21	0.06
<b>Total Emissions</b>	<b>48.92</b>	<b>2.28</b>	<b>2.89</b>	<b>&lt;0.01</b>	<b>0.38</b>	<b>0.23</b>
<b>SCAQMD Thresholds</b>	<b>100</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Significant Impact?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<i>Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust. Calculation sheets are provided in Appendix A to this IS/MND.</i>						

- f) General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
- g) Trucks having no current hauling activity shall not idle but be turned off.
- **Regulatory Compliance Measure RC-AQ-2:** In accordance with Sections 2485 in Title 13 of the California Code of Regulations, the idling of all diesel fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.

- **Regulatory Compliance Measure RC-AQ-3:** In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.
- **Regulatory Compliance Measure RC-AQ-4:** The Project shall comply with South Coast Air Quality Management District Rule 1113 limiting the volatile organic compound content of architectural coatings.

As shown in Table III-1, above, construction-related daily emissions associated with the Proposed Project would not exceed any regional SCAQMD significance thresholds for criteria pollutants during the construction phases. Therefore, construction impacts are considered to be less than significant.

### Operational Emissions

Air pollutant emissions are currently generated at the Project Site by the existing fast-food restaurant. These uses generate air pollutant emissions from stationary sources, such as space and water heating, architectural coatings (paint), and mobile vehicle traffic traveling to and from the Project Site. The average daily emissions generated by the existing uses at the Project Site have been estimated utilizing the California Emissions Estimator Model (CalEEMod *Version 2013.2.2*) recommended by the SCAQMD. As shown in Table III-2, motor vehicles are the primary source of air pollutant emissions associated with existing uses at the Project Site.

**Table III-2  
Existing Daily Operational Emissions from the Project Site**

Emissions Source	Emissions in Pounds per Day					
	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Summertime (Smog Season) Emissions</b>						
Mobile (Vehicles)	7.88	12.14	56.02	0.10	6.27	1.77
Energy (Natural Gas)	0.03	0.24	0.20	<0.01	0.02	0.02
Area Source	0.30	<0.01	<0.01	0.00	<0.01	<0.01
<b>Total Emissions</b>	<b>8.21</b>	<b>12.38</b>	<b>56.22</b>	<b>0.10</b>	<b>6.29</b>	<b>1.79</b>
<b>Wintertime (Non-Smog Season) Emissions</b>						
Mobile (Vehicles)	8.31	12.66	60.15	0.09	6.27	1.77
Energy (Natural Gas)	0.03	0.24	0.20	<0.01	0.02	0.02
Area Source	0.30	<0.01	<0.01	0.00	<0.01	<0.01
<b>Total Emissions</b>	<b>8.64</b>	<b>12.90</b>	<b>60.35</b>	<b>0.09</b>	<b>6.29</b>	<b>1.79</b>
<i>Note: Calculation worksheets are provided in Appendix A to this IS/MND.</i>						

The Proposed Project would result in the demolition of the existing fast food restaurant and the development and operation of a 275-room hotel with approximately 1,900 square feet of ground floor retail. Area source emissions would be generated by the consumption of natural gas and landscape maintenance. Mobile emissions would be generated by the motor vehicles traveling to and from the

Project Site. The following regulatory compliance measure has been identified as being applicable to the operational aspects of the Proposed Project:

- **Regulatory Compliance Measure RC-AQ-5:** New on-site facility nitrogen oxide emissions shall be minimized through the use of emission control measures (e.g., use of best available control technology for new combustion sources such as boilers and water heaters) as required by South Coast Air Quality Management District Regulation XIII, New Source Review.

The Proposed Project's regional operational emissions are presented in Table III-3, Proposed Project Estimated Daily Operational Emissions. As shown, the operational emissions generated by the Proposed Project would not exceed the regional thresholds of significance set by the SCAQMD. Therefore, impacts associated with regional operational emissions from the Proposed Project would be less than significant.

**Table III-3**  
**Proposed Project Estimated Daily Operational Emissions**

Emissions Source	Emissions in Pounds per Day					
	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Summertime (Smog Season) Emissions</b>						
Mobile (Vehicle) Sources	6.86	16.45	68.56	0.18	11.98	3.36
Energy (Natural Gas)	0.10	0.94	0.79	<0.01	0.07	0.07
Area Source	6.03	<0.01	0.04	0.00	<0.01	<0.01
<b>Total Project Emissions</b>	<b>12.99</b>	<b>17.39</b>	<b>69.39</b>	<b>0.18</b>	<b>12.05</b>	<b>3.43</b>
<i>Less Existing Project Site Emissions</i>	<i>-8.21</i>	<i>-12.38</i>	<i>-56.22</i>	<i>-0.10</i>	<i>-6.29</i>	<i>-1.79</i>
<b>NET Project Emissions</b>	<b>4.78</b>	<b>5.01</b>	<b>13.17</b>	<b>0.08</b>	<b>5.76</b>	<b>1.64</b>
<b>SCAQMD Thresholds</b>	<b>55</b>	<b>55</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Potentially Significant Impact?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Wintertime (Non-Smog Season) Emissions</b>						
Mobile (Vehicle) Sources	7.11	17.25	69.10	0.17	11.98	3.36
Energy (Natural Gas)	0.10	0.94	0.79	<0.01	0.07	0.07
Area Source	6.03	<0.01	0.04	0.00	<0.01	<0.01
<b>Total Project Emissions</b>	<b>13.24</b>	<b>18.19</b>	<b>69.93</b>	<b>0.19</b>	<b>12.05</b>	<b>3.43</b>
<i>Less Existing Project Site Emissions</i>	<i>-8.64</i>	<i>-12.90</i>	<i>-60.35</i>	<i>-0.09</i>	<i>-6.29</i>	<i>-1.79</i>
<b>NET Project Emissions</b>	<b>4.60</b>	<b>5.29</b>	<b>9.58</b>	<b>0.08</b>	<b>5.76</b>	<b>1.64</b>
<b>SCAQMD Thresholds</b>	<b>55</b>	<b>55</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Potentially Significant Impact?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<i>Note: Calculation worksheets are provided in Appendix A to this IS/MND.</i>						

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

**Less Than Significant Impact.** Based on the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project adds a considerable cumulative contribution to federal or State non-attainment pollutants. As the Basin is currently in State non-attainment for ozone, PM<sub>10</sub> and PM<sub>2.5</sub>,<sup>9</sup> related projects could exceed an air quality standard or contribute to an existing or projected air quality exceedance. In determining the significance of a project's cumulative contribution to regional air pollution, the SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, the SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project specific impacts. Furthermore, SCAQMD states that if an individual development project generates less than significant construction or operational emissions, then the development project would not generate a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment.

As discussed under Question III (b) above, the Proposed Project would not generate construction or operational emissions that exceed the SCAQMD's recommended regional thresholds of significance. Therefore, the Proposed Project would not generate a cumulatively considerable increase in emissions of the pollutants for which the Basin is in non-attainment, and impacts would be less than significant.

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

**Less Than Significant Impact.** Based on the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. Sensitive receptors are populations that are more susceptible to the effects of air pollution than are the population at large. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities.<sup>10</sup>

The SCAQMD has developed localized significance thresholds (LSTs) that are based on the amount of pounds of emissions per day that can be generated by a project that would cause or contribute to adverse localized air quality impacts. These localized thresholds, which are found in the mass rate look-up tables

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<sup>9</sup> *The Los Angeles County portion of the Basin is also currently a nonattainment area for the federal lead (Pb) standard due to source-specific monitoring, but Pb air quality data and attainment has been addressed separately in greater detail in the 2012 Lead SIP for Los Angeles County. (2012 AQMP, pp.2-1.*

<sup>10</sup> *South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993, page 5-1.*



in the “Final Localized Significance Threshold Methodology” document prepared by the SCAQMD,<sup>11</sup> apply to projects that are less than or equal to five acres in size and are only applicable to the following criteria pollutants: NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standards, and are developed based on the ambient concentrations of that pollutant for each SRA. For PM<sub>10</sub>, the LSTs were derived based on requirements in SCAQMD Rule 403 — Fugitive Dust. For PM<sub>2.5</sub>, the LSTs were derived based on a general ratio of PM<sub>2.5</sub> to PM<sub>10</sub> for both fugitive dust and combustion emissions.

LSTs are provided for each of SCAQMD’s 38 source receptor areas (SRA) at various distances from the source of emissions. The Project Site is located within SRA 1, which covers the Central Los Angeles and Hollywood area. The nearest sensitive receptors that could potentially be subject to localized air quality impacts associated with construction of the Proposed Project are the multi-family residences at Sunset and Morningside, located approximately 345 feet (105 meters) to the east of the Project Site. Given the proximity of these sensitive receptors to the Project Site, the LSTs for a one-acre site with receptors located within 100 meters was used to address the potential localized air quality impacts associated with the construction-related NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions for each construction phase.

Emissions from construction activities have the potential to generate localized emissions that may expose sensitive receptors to harmful pollutant concentrations. However, as shown in Table III-4, Localized On-Site Peak Daily Construction Emissions, peak daily emissions generated within the Project Site during construction activities for each phase would not exceed the applicable construction LSTs for an approximate 1-acre site in SRA 1. These calculations assume that appropriate dust control measures would be implemented as part of the Proposed Project during each phase of development, as required by SCAQMD Rule 403 - Fugitive Dust. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas. Therefore, with implementation of the regulatory code compliance measures identified above, localized air quality impacts from construction activities on the off-site sensitive receptors would be less than significant.

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<sup>11</sup> *South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, June 2003, Revised July 2008.*

**Table III-4  
Localized On-Site Peak Daily Construction Emissions**

Construction Phase <sup>a</sup>	Total On-site Emissions (Pounds per Day)			
	NO <sub>x</sub> <sup>b</sup>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Demolition	11.24	8.70	1.06	0.81
Grading	11.24	8.70	1.65	1.20
Building Construction	13.71	8.21	0.94	0.86
Paving	9.83	7.24	0.60	0.56
Architectural Coatings	2.19	1.87	0.17	0.17
<b>SCAQMD Localized Thresholds <sup>c</sup></b>	<b>82</b>	<b>1,259</b>	<b>33</b>	<b>10</b>
<i>Potentially Significant Impact?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>
<sup>a</sup> The localized thresholds for all phases are based on a receptor within a distance of 100 meters in SCAQMD's SRA 1 for a Project Site of 1 acre. <sup>b</sup> The localized thresholds listed for NO <sub>x</sub> takes into consideration the gradual conversion of NO <sub>x</sub> to NO <sub>2</sub> , and are provided in the mass rate look-up tables in the SCAQMD's "Final Localized Significance Threshold Methodology" guidance document. The analysis of localized air quality impacts associated with NO <sub>x</sub> emissions is focused on NO <sub>2</sub> levels as they are associated with adverse health effects. <sup>c</sup> SCAQMD, Final LST Methodology Document, Appendix C – Mass Rate LST Look-Up Tables, October 21, 2009. Source: CalEEMod 2013.2.2, Calculation worksheets are provided in Appendix A to this IS/MND.				

With regard to localized emissions from motor vehicle travel, traffic congested roadways and intersections have the potential to generate localized high levels of carbon monoxide (CO). Because the Basin is currently in attainment and existing congested intersections do not exceed state thresholds, CO hotspots are less than significant under extreme conditions. Therefore, no further analysis for CO hotspots is warranted and localized operational emissions would be less than significant.

### ***Toxic Air Contaminants (TAC)***

The Proposed Project consists of a mixed-use hotel development with retail uses and would not support any land uses or activities that would involve the use, storage, or processing of carcinogenic or non-carcinogenic toxic air contaminants. As such no significant toxic airborne emissions would result from Proposed Project implementation. In addition, construction activities would be subject to the regulations and laws relating to toxic air pollutants at the regional, State, and federal level that would protect sensitive receptors from substantial concentrations of these emissions. Therefore, impacts associated with the release of toxic air contaminants would be less than significant.

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

**Less Than Significant Impact.** A significant impact may occur if objectionable odors occur which would adversely impact sensitive receptors. Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. As the Project involves no elements related to these types of activities, no odors from these types of uses are anticipated. Garbage

collection areas for the Project would have the potential to generate foul odors if the areas are located in close proximity to habitable areas. Good housekeeping practices would be sufficient to prevent nuisance odors. In addition, SCAQMD Rule 402 (Nuisance), and SCAQMD Best Available Control Technology Guidelines would limit potential objectionable odor impacts during the Proposed Project's long-term operations phase. The Proposed Project would also be subject to the following regulatory compliance measure with respect to controlling odors from any operational activities within the proposed commercial uses:

- **Regulatory Compliance Measure RC-AQ-6:** The Project shall install odor-reducing equipment in accordance with South Coast Air Quality Management District Rule 1138.

With implementation of Regulatory Compliance Measure RC-AQ-6, potential operational odor impacts would be less than significant.

### **Cumulative Impacts**

**Less Than Significant Impact.** Development of the Proposed Project in conjunction with the related projects in the Project Site vicinity would result in an increase in construction and operational emissions in the already urbanized area of the City of Los Angeles.

Cumulative development can affect implementation of the 2012 AQMP. The 2012 AQMP was prepared to accommodate growth, reduce pollutants within the areas under SCAQMD jurisdiction, improve the overall air quality of the region, and minimize the impact on the economy. Growth considered to be consistent with the 2012 AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Consequently, as long as growth in the Basin is within the projections for growth identified by SCAG, implementation of the 2012 AQMP will not be obstructed by such growth and cumulative impacts would be less than significant. Since the Proposed Project is consistent with SCAG's growth projections, it would not have a cumulatively considerable contribution to an impact regarding a potential conflict with or obstruction of the implementation of the applicable air quality plan. Thus, cumulative impacts related to conformance with the 2012 AQMP would be less than significant.

Cumulative air quality impacts from construction and operation of the Proposed Project, based on SCAQMD guidelines, are analyzed in a manner similar to Project-specific air quality impacts. The SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project specific impacts. Therefore, according to the SCAQMD, individual development projects that generate construction or operational emissions that exceed the SCAQMD recommended daily thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment. Thus, as discussed in Question III (c) above, because the construction-related and operational daily emissions associated with Proposed Project would not exceed the SCAQMD's recommended thresholds, these emissions associated with the Proposed Project would not be cumulatively considerable. Therefore, cumulative air quality impacts would be less than significant.

With respect to cumulative odor impacts, potential sources that may emit odors during construction activities at each related project include the use of architectural coatings, solvents, and asphalt paving. SCAQMD Rule 1113 limits the amount of volatile organic compounds from cutback asphalt and architectural coatings and solvents, respectively. Based on mandatory compliance with SCAQMD Rules, construction activities and materials used in the construction of the Proposed Project and related projects would not combine to create objectionable construction odors. With respect to operations, SCAQMD Rules 402 (Nuisance) and Rule 1138 (Odor Reducing Equipment) would regulate any objectionable odor impacts from the related projects and the proposed Project's long-term operations phase. Thus, cumulative odor impacts would be less than significant.

#### IV. BIOLOGICAL RESOURCES

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

**No Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on biological resources if it could result in: (a) the loss of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern; (b) the loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community; or (c) interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise or light) to a degree that may diminish the chances for long-term survival of a sensitive species. The Project Site is located in a highly urbanized area in the City of Los Angeles and is improved with a fast food restaurant a paved surface parking lot. The Project Site does not contain any critical habitat or support 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 Game or U.S. Fish and Wildlife Service. Therefore, no impact would occur.

**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, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

**No Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on biological resources if it could result in: (a) the loss of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern; (b) the loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community; (c) the alternation of an existing wetland habitat; or (d) interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise, light) to a degree that may diminish the chances for long-term survival of a sensitive species. The Project Site is occupied by a fast food restaurant and a surface parking lot. No riparian or other sensitive natural vegetation

communities are located on or adjacent to the Project Site. Therefore, implementation of the Proposed Project would not result in any adverse impacts to riparian habitat or other sensitive natural communities.

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

**No Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on biological resources if it could result in the alteration of an existing wetland habitat. The Project Site is entirely developed with impermeable surfaces and does not contain any wetlands or natural drainage channels. Therefore, the Project Site does not support any riparian or wetland habitat, as defined by Section 404 of the Clean Water Act (see Section 4(b), above), and no impacts to riparian or wetland habitats would occur with implementation of the Proposed Project.

- 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?**

**No Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally result in a significant impact on biological resources if it results in the interference with wildlife movement/migration corridors that may diminish the chances for long-term survival of a sensitive species. The Project Site is located in a heavily urbanized area of Hollywood in the City of Los Angeles. Due to the highly urbanized surroundings, there are no wildlife corridors or native wildlife nursery sites in the Project vicinity. Thus, the Proposed Project will not interfere with the movement of any residents or migratory fish or wildlife. Therefore no impact would occur.

- 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)?**

**Potentially Significant Impact Unless Mitigated.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project-related significant adverse effect could occur if a project were to cause an impact that is inconsistent with local regulations pertaining to biological resources, such as the City of Los Angeles Protected Tree Ordinance, 177,404. As stated above, the Project Site is improved as a fast food restaurant and a surface parking lot. There are two mature trees, an existing ficus tree along W. Sunset Boulevard and a palm tree along N. Cahuenga Boulevard on the public right-of-way, adjacent to the Project Site. There are no protected tree species located on the Project Site. Therefore, the Proposed Project would not have the potential to conflict with the City of Los Angeles Protected Tree Ordinance. However, the existing ficus tree would be removed as a result of the Proposed Project. The ficus tree is not considered a protected tree under the City of Los Angeles Protected Tree Ordinance, Ordinance No. 177404. The removal and replacement of street trees is subject to the approval and tree replacement conditions set forth by the Board of Public Works. Compliance with mitigation measure BIO-1, below, would reduce impacts upon the loss of street trees to a less than significant level.



## Mitigation Measures

**BIO-1 Tree Removal (Public Right-of-Way)** Removal of trees in the public right-of-way requires approval by the Board of Public Works. The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works (213-847-3077). The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. All replacement trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

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

**No Impact.** A significant impact would occur if the Proposed Project would be inconsistent with maps or policies in any conservation plans of the types cited. The Project Site and its vicinity are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. Therefore, no impact would occur with implementation of the Proposed Project.

## Cumulative Impacts

**Less Than Significant Impact.** The Proposed Project would have a less than significant impact upon biological resources with regulatory compliance. Development of the Proposed Project in combination with the 69 related projects would not significantly impact wildlife corridors or habitat for any candidate, sensitive, or special status species identified in local plans, policies, or regulations, or by the CDFG or the USFWS. No such habitat occurs in the vicinity of the Project Site or related projects due to the existing urban development. Development of any of the related projects would be subject to the City of Los Angeles Protected Tree Ordinance. Thus, cumulative impacts to biological resources would be considered less than significant.

## V. CULTURAL RESOURCES

**a) Would the project cause a substantial adverse change in the significance of an historic resource pursuant to CEQA § 15064.5?**

**Less Than Significant Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if the Proposed Project results in a substantial adverse change in the significance of a historic resource. Section 15064.5 of the State CEQA Guidelines defines a historical resource as: (1) a resource listed in or determined to be eligible by the State Historical Resources Commission for listing in the California Register of Historical Resources; (2) a resource listed in a local register of historical resources or identified as significant in an historical resource survey meeting certain State guidelines; or (3) an object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural,

educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record. A substantial adverse change in the significance of a historic resource means demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.<sup>12</sup>

Section 15064.5(b)(2) of the CEQA Guidelines provides that "[t]he significance of an historical resource is materially impaired when a project:

*(a) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in 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 establishes 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 purposes of CEQA.*

As previously stated, the Project Site is an existing fast food restaurant and surface parking lot. There are no known or potential historical resources occur on the Project Site. Based on a Cultural Resources Records Search conducted by the South Central Coastal Information Center (SCCIC), there are no historic resources recorded within the Project area.<sup>13</sup> The Proposed Project is located approximately 200 feet to the west of the Cinerama Dome, also known as Pacific's Cinerama Dome Theatre & Marquee, located at 6360 W. Sunset Boulevard, southeast of the Project Site. The Cinerama Dome is listed as a Los Angeles Historic Cultural Monument.<sup>14</sup> Due to the distance between the Project Site and the Cinerama Dome, the Proposed Project will not directly or indirectly affect the historical significance of the Cinerama Dome. The Proposed Project will have no direct impacts on other historical resources, as it does not involve the demolition, destruction, relocation, or alteration of any other resources. As such, the Proposed Project would result in a less than significant impact upon historic resources and no mitigation is required or recommended.

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<sup>12</sup> CEQA Guidelines, Section 15064.5(b)(1).

<sup>13</sup> South Central Coastal Information Center (SCCIC), Cultural Resources Records Search for the Ivar Gardens Project, May 9, 2016. (see Appendix I to this MND).

<sup>14</sup> City of Los Angeles, Department of City Planning, Office of Historic Resources, Los Angeles Historic Resources Survey, Survey LA, Cinerama Dome, website: <http://www.historicplacesla.org/reports/d5bac005-a494-4215-9556-38793b9e63da#report>, accessed August 2015.

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

**Less Than Significant Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if grading or excavation activities associated with the Proposed Project would disturb archaeological resources. No known archaeological sites are identified on the Project Site. Based on a Cultural Resources Records Search conducted by the South Central Coastal Information Center (SCCIC), there are no known archaeological resources recorded within the Project area.<sup>15</sup> One archaeological resource has been recorded within the ½ mile radius of the Project Site. Based on a review of the Phase I ESA and Geotechnical Investigation prepared for the Project Site, there is no evidence to suggest any archaeological sites or archaeological resources exist on the Project Site. The Project Site has been previously developed and is located in a highly urbanized area of Hollywood in the City of Los Angeles. Historic information indicates that the Project Site was utilized as a commercial structure occupied by Pacific Mercantile Bank in 1907 and a grocery store in 1913. A dry cleaning facility, Hollywood Laundry, occupied the Project Site at 1500 -1520 N. Cahuenga Boulevard from at least 1919 to at least 1942. An office occupied the Project Site in 1942, Roberts Bros Sandwich Shop and restaurant from 1942 to 1951, and a different restaurant from 1950 to 1960. Then from 1961 to 1985, a gasoline station, Texaco, at 6407 and 6409 Sunset Boulevard, occupied the Project Site. In 1987 the Project Site was and currently is utilized as a fast food restaurant.<sup>16</sup> Thus, the Project Site has been previously disturbed. The Proposed Project will include excavation to a depth of up to 40 feet below grade to construct a four level subterranean garage as part of the 21-story hotel and retail building. Thus, the potential exists for the accidental discovery of unknown and unrecorded archaeological materials. In the unlikely event any archaeological resources are encountered during the construction phase, the discovery of such materials would be mitigated to less than significant levels through compliance with the following applicable regulatory compliance measure:

- **Regulatory Compliance Measure RC-CR-2 (Archaeological):** If archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the Proposed Project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the Project Site. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.

Because the presence or absence of such materials cannot be determined until the site is excavated, compliance with regulatory compliance measure RC-CR-2 would ensure that if any archaeological

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<sup>15</sup> South Central Coastal Information Center (SCCIC), *Cultural Resources Records Search for the Ivar Gardens Project*, May 9, 2016. (see Appendix I to this MND).

<sup>16</sup> AEI Consultants, *Phase I Environmental Site Assessment Property Identification: 64097 – 6409 Sunset Boulevard Los Angeles (Hollywood), Los Angeles County, California 90028*, September 2014.

resources are encountered during construction, impacts to such resources would be mitigated to a less than significant level. Due to the absence of any known archeological resources, no further mitigation measures are warranted.

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

**Less Than Significant Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if grading or excavation activities associated with the Proposed Project were to disturb paleontological resources or geologic features which presently exist within the project site. The Project Site has been previously graded and is currently improved with a fast food restaurant and a paved surface parking lot. The Project Site and immediate surrounding areas do not contain any known vertebrate paleontological resources.<sup>17</sup> Although no paleontological resources are known to exist on-site, there is a potential for paleontological resources to exist at sub-surface levels on the Project Site, which may be uncovered during site excavation. Implementation of the regulatory compliance measure RC-CR-3, identified below, would ensure that if any such resources are found during construction of the Proposed Project, they would be handled according to the proper regulations and any potential impacts would be reduced to less than significant levels.

- **Regulatory Compliance Measure RC-CR-3 (Paleontological):** If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.

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

**Less Than Significant Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project-related significant adverse effect could occur if grading or excavation activities associated with the proposed project would disturb previously interred human remains. No known human burials have been identified on the Project Site or its vicinity. However, it is possible that unknown human remains could occur on the Project Site, and if proper care is not taken during construction, damage to or destruction of these unknown remains could occur. The following regulatory compliance measure would ensure potential impacts related to the disturbance of unknown human remains are less than significant.

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<sup>17</sup> City of Los Angeles Department of City Planning, *Environmental and Public Facilities Maps: Vertebrate Paleontological Resources in the City of Los Angeles*, September 1996.

- **Regulatory Compliance Measure CR-4 (Human Remains):** If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. In the event that human remains are discovered during excavation activities, the following procedure shall be observed:
  - Stop immediately and contact the County Coroner:
    - 1104 N. Mission Road  
Los Angeles, CA 90033  
323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or  
323-343-0714 (After Hours, Saturday, Sunday, and Holidays)
  - If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC).
  - The NAHC will immediately notify the person it believes to be the most likely descendent of the deceased Native American.
  - The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
  - If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.

## Cumulative Impacts

**Less Than Significant Impact.** Implementation of the Proposed Project, in combination with the other 69 related projects in the Project Site vicinity, would result in the continued redevelopment and revitalization of the surrounding area. Impacts to cultural resources tend to be site-specific and are assessed on a site-by-site basis. The analysis of the Proposed Project's impacts to cultural resources concluded that the Proposed Project would have no significant impacts with respect to cultural resources following appropriate regulatory compliance. Therefore, the Proposed Project's incremental contribution to a cumulative impact would not be considerable, and cumulative impacts to cultural resources would be less than significant.

## VI. GEOLOGY AND SOILS

The following section summarizes and incorporates the reference information from the Geotechnical Reports prepared by Geotechnologies, Inc.: Geotechnical Engineering Investigation, Proposed Hotel, 6409 Sunset Boulevard, Hollywood, California, dated September 24, 2014, Revised April 8, 2016 ("Geotechnical Report") and Geo-Etka, Inc.: Foundation Soils Investigation and Pavement Design

Recommendations at the Northwest Corner of Sunset Boulevard and Cahuenga Boulevard Hollywood, Los Angeles, California for Foodmaker, Incorporated 9040 Telstar Avenue, Suite 121, El Monte, California 91731, dated May 21, 1985 ("Foundation Soils Investigation"). The Project Geotechnical Report is included as Appendix B and the Foundation Soils Investigation is included as Appendix C.

- a) **Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving 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.** Pursuant to the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project site is located within a State-designated Alquist-Priolo Zone or other designated fault zone. Based on the information contained in the Geotechnical Report by Geotechnologies, Inc., no known active or potentially active faults underlie the Project Site. The nearest Earthquake Fault Zone is for the Hollywood Fault located approximately 1,200 feet north of the Project Site. The Project Site is not located within an Alquist-Priolo Earthquake Fault Zone, and no other known active surface faults traces cross the Site.

The subsurface profile at the Project Site consists of fill materials underlain by native alluvial soils. The fill material is composed of a mixture of sand, silt and clay encountered 3 and 13.5 feet below the existing site grade. The fill is yellowish to dark brown in color, moist, medium dense, or stiff, and fine to medium grained with occasional brick concrete fragments. Alluvial soils consist of interlayered mixtures of sand, silt, and clay. The alluvium is yellowish brown to dark brown in color, moist to wet, medium dense to very dense, or stiff, and fine to medium grained with occasional gravel. More detailed descriptions of the earth materials encountered may be obtained from the individual logs of the subsurface excavations in the Geological Report, Appendix B.

Based on the conclusions of the Geotechnical Investigation, the potential for surface ground rupture at the Project Site is considered low, and the potential for impacts associated with surface fault rupture would be considered less than significant. The Project would adhere to current engineering standards, the seismic safety requirements set forth in the City of Los Angeles Building Code (LABC) and the LAMC, and design recommendations set forth in the Geotechnical Report so that the proposed structures may withstand typical seismic ground shaking. In addition, geologic and geotechnical evaluations of the Proposed Project would follow the guidelines presented in *CGS Special Publication 117, Guidelines for Evaluating and Mitigating Seismic Hazards in California*, which provides guidance for evaluation and mitigation of earthquake-related hazards (other than fault rupture). Thus, impacts related to strong seismic shaking would be reduced to less than significant levels. Potential impacts associated with seismic safety would be further reduced to less than significant levels with incorporation of the following regulatory compliance measure:

- **Regulatory Compliance Measure RC-GEO-1 (Seismic):** The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.



**b) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?**

**Less Than Significant Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project represents an increased risk to public safety or destruction of property by exposing people, property, or infrastructure to seismically induced ground shaking hazards that are greater than the average risk associated with other locations in Southern California. The Project Site is located within a seismically active region, as is all of Southern California. The intensity of ground shaking depends upon the earthquake magnitude, the distance from the source, and the site response characteristics. The Project Site not located within a seismic hazard zone for liquefaction, landsliding or faulting, as delineated by the State of California, in accordance with the Seismic Hazards Mapping Act or the Alquist-Priolo Act. The primary seismic hazard for this Project is the potential for strong ground motion from future earthquakes within the Los Angeles Basin. However, the potential for strong ground motion is not unusual in Southern California. Accordingly, the Geotechnical Report recommends site parameters for seismic design.

Seismically induced settlement is often caused when loose to medium-dense granular soils are densified during ground shaking. Due to the uniform nature of the underlying geological materials, the potential for dry settlement and excessive differential settlements is considered remote. As such, the Project Site is considered suitable for the construction of the Proposed Project provided that the recommendations specified in the Geotechnical Report are included in the design and construction of the Proposed Project to the satisfaction of the Department of Building and Safety. Accordingly, regulatory compliance measure RC-GEO-1, above, would ensure impacts associated with seismic hazards are reduced to a less than significant level.

**c) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?**

**Less Than Significant Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a Project Site is located within a liquefaction zone. Liquefaction is the loss of soil strength or stiffness due to a buildup of pore-water pressure during cyclic loading conditions such as those induced by an earthquake. Liquefaction is associated primarily with loose (low density), saturated, fine- to medium-grained, cohesionless soils. Liquefaction-related effects include loss of bearing strength, amplified ground oscillations, lateral spreading, and flow failures.

According to the Seismic Hazards Map for the Hollywood 7½-Minute Quadrangle, the Project Site is not located within or partially within a potentially “Liquefiable” area. The Geotechnical Report found that the subsurface profile at the Project Site consists of fill materials underlain by native alluvial soils. The fill material is composed of a mixture of sand, silt and clay encountered 3 and 13.5 feet below the existing site grade. The fill is yellowish to dark brown in color, moist, medium dense, or stiff, and fine to medium grained with occasional brick concrete fragments. Alluvial soils consist of interlayered mixtures of sand, silt, and clay. The alluvium is yellowish brown to dark brown in color, moist to wet, medium dense to

very dense, or stiff, and fine to medium grained with occasional gravel. Additionally, based on site exploration in Boring 3, groundwater was identified at a depth of 68 feet below the existing site grade. The historically highest groundwater level is at a depth of 60 feet below the grade. Based on the site-specific liquefaction analysis included in the Geotechnical Report, the Project Site would not be prone to liquefaction.<sup>18</sup> Therefore, impacts related to exposure of people or structures to potential substantial adverse effects would be less than significant.

**d) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?**

**No Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. A project-related significant adverse effect may occur if the project is located in a hillside area with soil conditions that would suggest a high potential for sliding. According to the Geotechnical Report, the Project Site is not located within a seismic hazard zone for liquefaction, landsliding or faulting, as delineated by the State of California, in accordance with the Seismic Hazards Mapping Act or the Alquist-Priolo Act. The topography of the Project Site is generally level. The Project Site lacks an elevation difference across and adjacent to the Project Site. Thus, the Project Site is not considered capable of landsliding. Therefore, the probability of landslides, including seismically induced landslides, is considered to be low. No impact would occur.

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

**Potentially Significant Impact Unless Mitigated.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have significant sedimentation or erosion impact if it would: (a) constitute a geologic hazard to other properties by causing or accelerating instability from erosion; or (b) accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition which would not be contained or controlled on-site. Although development of the Proposed Project has the potential to result in the erosion of soils during site preparation and construction activities, erosion would be reduced by implementation of stringent erosion controls imposed by the City of Los Angeles through grading and building permit regulations. Minor amounts of erosion and siltation could occur during grading. The potential for soil erosion during the ongoing operation of the Proposed Project is extremely low due to the generally level topography of the Project Site, and the fact that the Project Site would be mostly paved-over or built upon so little soil would be exposed. All grading activities require grading permits from the Department of Building and Safety, which include requirements and standards designed to limit potential impacts to acceptable levels. In addition, all on-site grading and site preparation would comply with applicable provisions of Chapter IX, Division 70 of the LAMC, which addresses grading, excavations, and fills. Additionally, implementation of Mitigation Measure GEO-1, below, would further ensure a less-than-significant impact would occur with respect to erosion or loss of

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<sup>18</sup> *Geotechnologies, Inc., Geotechnical Engineering Investigation: Proposed Hotel, 6409 Sunset Boulevard, Hollywood, California, September 24, 2014 revised April 8, 2016. (Appendix B)*

topsoil.

### **Mitigation Measure**

#### **GEO-1      Grading (20,000 Cubic Yards, or 60,000 Square Feet of Surface Area or Greater)**

- The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

#### **GEO-2      Erosion/Grading/Short-Term Construction Impacts**

- Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety. Additional provisions are required for grading activities within Hillside areas. The application of BMPs includes but is not limited to the following mitigation measures:
- A deputy grading inspector shall be on-site during grading operations, at the owner's expense, to verify compliance with these conditions. The deputy inspector shall report weekly to the Department of Building and Safety (LADBS); however, they shall immediately notify LADBS if any conditions are violated.
- "Silt fencing" supported by hay bales and/or sand bags shall be installed based upon the final evaluation and approval of the deputy inspector to minimize water and/or soil from going through the chain link fencing potentially resulting in silt washing off-site and creating mud accumulation impacts.
- "Orange fencing" shall not be permitted as a protective barrier from the secondary impacts normally associated with grading activities.
- Movement and removal of approved fencing shall not occur without prior approval by LADBS.

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

**No Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant geologic hazard impact if it could cause or accelerate geologic hazards causing substantial damage to structures or infrastructure, or expose people to substantial risk of injury. A significant impact may occur if the Proposed Project is built in an unstable area without proper site preparation or design features to provide adequate foundations for buildings, thus posing a hazard to life and property. The Geotechnical Report concluded that the potential for seismically induced settlement at the Project Site is considered small, and the geotechnical conditions are favorable for the Project provided that the recommendations specified in the Geotechnical Report are included in the design and

construction of the Proposed Project to the satisfaction of the Department of Building and Safety. The Project Site is not within a liquefaction zone and, based on the site-specific liquefaction analysis included in the Geotechnical Report, the Project Site would not be prone to liquefaction.<sup>19</sup> The Proposed Project will comply with the Los Angeles Building Code and standards set forth by the Department of Building and Safety. Therefore, no impact would occur.

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

**No Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards, which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. A significant impact may occur if the Proposed Project is built on expansive soils without proper site preparation or design features to provide adequate foundations for buildings, thus posing a hazard to life and property. Based on the results of the Geotechnical Report, the onsite fill and alluvium consist of a mixture of sand, silt and clay, which are in very low to low expansion range.<sup>20</sup> Though reinforcing beyond the minimum required by the City of Los Angeles Department of Building and Safety is not required, the Geotechnical Report provides reinforcing recommendations to further reduce impacts related to expansive soils. Therefore, no impact would occur with respect to expansive soils.

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

**No Impact.** This question would apply to the Proposed Project only if it was located in an area not served by an existing sewer system. The Project Site is located in a developed area of Hollywood in the City of Los Angeles, which is served by a wastewater collection, conveyance and treatment system operated by the City of Los Angeles. No septic tanks or alternative disposal systems neither are necessary, nor are they proposed. Thus, no impact would occur.

### **Cumulative Impacts**

**Less Than Significant Impact.** Geotechnical hazards are site-specific and there is little, if any, cumulative geological relationship between the Proposed Project and any of the 69 related projects. Similar to the Proposed Project, potential impacts related to geology and soils would be assessed on a case-by-case basis and, if necessary, the applicants of the related projects would be required to implement the appropriate mitigation measures. Furthermore, the analysis of the Proposed Project's geology and soils impacts concluded that, through the implementation of the mitigation measures recommended above, Proposed Project impacts would be reduced to less than significant levels. Therefore, the

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<sup>19</sup> *Ibid.*

<sup>20</sup> *Ibid.*

Proposed Project would not make a cumulatively considerable contribution to any potential cumulative impacts, and cumulative geology and soil impacts would be less than significant.

## VII. GREENHOUSE GAS EMISSIONS

Greenhouse gas (GHG) emissions refer to a group of emissions that have the potential to trap heat in the atmosphere and consequently affect global climate conditions. Scientific studies have concluded that there is a direct link between increased emission of GHGs and long-term global temperature. The principal GHGs are carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), sulfur hexafluoride (SF<sub>6</sub>), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor (H<sub>2</sub>O). CO<sub>2</sub> is the reference gas for climate change because it is the predominant greenhouse gas emitted. To account for the varying warming potential of different GHGs, GHG emissions are often quantified and reported as CO<sub>2</sub> equivalents (CO<sub>2</sub>e).

The California Global Warming Solutions Act of 2006, widely known as AB 32, set a mandate for the California Air Resources Board (CARB) to develop and enforce regulations for the reporting and verification of statewide GHG emissions. The heart of the bill is the requirement that statewide GHG emissions be reduced to 1990 levels by 2020. In its Climate Change Scoping Plan (2008), ARB developed a California statewide GHG emission inventory for years 1990–2004 to support the effort of determining the 1990 level and 2020 near-term emissions limit. To determine the amount of GHG emission reductions needed to reduce to 1990 emissions, ARB then developed a forecast of 2020 emissions in a business-as-usual scenario (2020 BAU), which is an estimate of the emissions expected to occur in the year 2020 if none of the foreseeable measures included in the Scoping Plan were implemented.

In May 2014, CARB published the First Update to the Climate Change Scoping Plan, where it revised the previously adopted 1990 GHG emissions level from 427 MMTCO<sub>2</sub>e to 431 MMTCO<sub>2</sub>e based on the scientifically updated global warming potential (GWP) values in the Intergovernmental Panel on Climate Change's (IPCC's) Fourth Assessment Report.<sup>21</sup> The total future emissions forecasted in the 2020 BAU scenario were also updated from the previously adopted estimate of 596 MMTCO<sub>2</sub>e to 509 MMTCO<sub>2</sub>e. The updated 2020 BAU scenario includes reductions anticipated from the implementation of several policies aimed at reducing the statewide greenhouse gas emissions inventory which are now adopted into law (i.e., California's Low Carbon Fuel Standard, Pavley I and the Renewable Electricity Standard). As shown in Table III-5, below, the State anticipates it will meet its 2020 GHG emissions limit of 431 MMTCO<sub>2</sub>e through reductions in energy, transportation, waste and high-GWP sectors. The Cap-and-Trade Regulation provides a firm cap, ensuring that the 2020 statewide emission limit will not be exceeded. Thus, the estimated emission reductions attributed to the Cap-and-Trade Program depend on the emissions forecast. For example, if the emissions forecast increases, the reductions associated with the Cap-and- Trade Program will increase.

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<sup>21</sup> *The IPCC is the leading international body for the scientific assessment of climate change established in 1988 under the auspices of the United Nations.*

**Table III-5  
Climate Change Scoping Plan 2020 Emissions Target**

<b>Category</b>	<b>2020 CO<sub>2</sub>e Emissions (MMTOC<sub>2</sub>e) <sup>[a]</sup></b>
AB 32 Baseline 2020 Forecast Emissions (2020 BAU)	509
Expected Reductions from Sector-Based Measures	
Energy	25
Transportation	23
High-GWP	5
Waste	2
Cap and Trade Reductions	23 <sup>[b]</sup>
2020 Limit	431
<sup>[a]</sup> Based on AR4 GWP values.	
<sup>[b]</sup> Cap and Trade emissions reductions depend on the emission forecast.	
Source: CARB, First Update to the Climate Change Scoping Plan, May 2014.	

While the Scoping Plan does not provide any specific mandates or policies that directly applies to CEQA Projects, statewide reductions in GHG emissions from construction is being accomplished through continuous updates to the California Green Building Standards (CALGreen) Code and other State-mandated laws and regulations. Originally adopted in 2008, the CALGreen Code included all voluntary standards that went beyond the basic building code requirements and introduced new standards for reducing water use, provisions for reducing and recycling construction and demolition waste, criteria for site development to locate buildings near public transit, and measures for improving indoor air quality to protect the health of building occupants. In 2010, the CALGreen Code became mandatory on a statewide basis. Effective January 2014, the scope of the CALGreen Code was expanded to all residential buildings, including high-rise residential, as well as to additions or alterations with increases in conditioned space.

The City of Los Angeles has addressed the issue of global climate change through implementation of the *Green L.A., An Action Plan to Lead the Nation in Fighting Global Warming (L.A. Green Plan)* and has updated its zoning Code to mandate increased energy efficiency measures in new construction. The *L.A. Green Plan* outlines the goals and actions that the City has established to reduce the generation and emission of GHGs from both public and private activities. According to the *L.A. Green Plan*, Los Angeles is committed to the goal of reducing emissions of CO<sub>2</sub> to 35 percent below 1990 levels. To achieve this, the City is increasing the generation of renewable energy, improving energy conservation and efficiency, and changing transportation and land use patterns to reduce dependence on automobiles.

The City of Los Angeles *L.A. Green Building Code* (Ordinance No. 181480), which incorporates applicable provisions of the CALGreen Code, and in many cases outlines more stringent GHG reduction measures available to development projects in the City of Los Angeles is consistent with statewide goals and policies in place for the reduction of greenhouse gas emissions, including AB 32 and the corresponding Scoping Plan. Among the many GHG reduction measures outlined later in this Section, the *L.A. Green Building Code* requires new development projects to achieve a 20 percent reduction in



potable water use and wastewater generation, meet and exceed Title 24 Standards adopted by the California Energy Commission on December 17, 2008, and meet 50 percent construction waste recycling levels. New development projects are required to comply with the *L.A. Green Building Code*, and therefore are generally considered consistent with statewide GHG-reduction goals and policies, including AB 32.

### **2012–2035 RTP/SCS**

On April 4, 2012, SCAG adopted the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy: Towards a Sustainable Future (2012–2035 RTP/SCS). Within the RTP, the SCS demonstrates the region’s ability to attain and exceed the GHG emission-reduction targets set forth by CARB. The SCS sets forth a regional plan for integrating the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. The regional vision of the SCS maximizes current voluntary local efforts that support the goals of SB 375, as evidenced by several Compass Blueprint Demonstration Projects and various county transportation improvements. The SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas in existing main streets, downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. This overall land use development pattern supports and complements the proposed transportation network that emphasizes system preservation, active transportation, and transportation demand management measures. Finally, the 2012–2035 RTP/SCS fully integrates the two subregional SCSs prepared by the Gateway Cities and Orange County Council of Governments. On June 4, 2012, CARB accepted SCAG’s quantification of GHG emission reductions from the 2012–2035 RTP/SCS and the determination that the 2012–2035 RTP/SCS would, if implemented, achieve the 2020 and 2035 GHG emission reduction targets established by CARB.<sup>22</sup>

### **SCAQMD**

SCAQMD has released draft guidance regarding interim CEQA GHG significance thresholds. In October 2008, SCAQMD proposed the use of a percent emission reduction target to determine significance for commercial/residential projects that emit greater than 3,000 metric tons of CO<sub>2</sub>e per year. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold for stationary source/industrial projects where SCAQMD is lead agency. However, SCAQMD has yet to formally adopt a GHG significance threshold for land use development projects (e.g., residential/commercial projects) and has formed a GHG Significance Threshold Working Group to further evaluate potential GHG significance thresholds.

### **GHG Significance Threshold**

The *L.A. CEQA Thresholds Guide* does not provide any guidance as to how climate change issues are to be addressed in CEQA documents. Furthermore, neither the SCAQMD nor the State CEQA Guidelines

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<sup>22</sup> CARB Executive Order G-12-039.

Amendments provide any adopted thresholds of significance for addressing a mixed-use project's GHG emissions. Nonetheless, Section 15064.4 of the CEQA Guidelines Amendments serves to assist lead agencies in determining the significance of the impacts of GHGs. Because the City of Los Angeles does not have an adopted quantitative threshold of significance for a mixed-use project's generation of greenhouse gas emissions, the following analysis is based on a combination of the requirements outlined in the CEQA Guidelines.

As required in Section 15064.4 of the CEQA Guidelines, this analysis includes an impact determination based on the following: (1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting; (2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; (3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. The Guidelines do not mandate the use of absolute numerical thresholds to measure the significance of greenhouse gas emissions.

For purposes of this analysis, a significant impact would occur if the Proposed Project's design features are not substantially consistent with the applicable policies and/or regulations outlined in the Scoping Plan, SB 375, SCAG's 2012-2035 RTP/CSC, and the LA Green Building Code.

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

**Less Than Significant Impact.** To determine the extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting, the average annual GHG emissions generated by the existing fast food restaurant were estimated utilizing CalEEMod *Version 2013.2.2* modeling software, as recommended by the SCAQMD. Table III-6, Existing Project Site Greenhouse Gas Emissions, presents the GHG emissions associated with existing operations at the Project Site. As shown in Table III-6, the existing operations on the Project Site generate approximately 1,180.97 CO<sub>2</sub>e MTYCO<sub>2</sub>e.

**Table III-6  
Existing Project Site Greenhouse Gas Emissions**

<b>Emissions Source</b>	<b>CO<sub>2</sub>e Emissions (Metric Tons per Year)</b>
Mobile	995.60
Energy - Electricity	107.38
Energy – Natural Gas	47.81
Area	<0.01
Water	10.27
Waste	19.91
<b>Total</b>	<b>1,180.97</b>
<i>Calculation data and results provided in Appendix D, Greenhouse Gas Emissions Calculations Worksheets.</i>	

The next step in the process was to quantify the estimated construction related GHG emissions. Construction of the Proposed Project would emit GHG emissions through the combustion of fossil fuels

by heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the Project Site. These impacts would vary day to day over the approximate 22-month duration of construction activities. As shown in Table III-7, the total GHG emissions from the Proposed Project's construction activities would be approximately 640.17 metric tons with the greatest annual emissions of 351.33 metric tons occurring in year 2017.

**Table III-7**  
**Project Construction-Related Greenhouse Gas Emissions**

<b>Year</b>	<b>CO<sub>2</sub>e Emissions (Metric Tons per Year) <sup>a</sup></b>
2016	262.90
2017	351.33
2018	25.94
<b>Total Construction GHG Emissions</b>	<b>640.17</b>
<sup>a</sup> Construction CO <sub>2</sub> values were derived using CalEEMod Version 2013.2.2 Calculation data and results are provided in Appendix D, Greenhouse Gas Emissions Calculations Worksheets.	

### ***Project GHG Emissions***

The GHG emissions resulting from operation of the Proposed Project, which involves the usage of on-road mobile vehicles, electricity, natural gas, water, landscape equipment and generation of solid waste and wastewater, were calculated under two separate scenarios in order to illustrate the effectiveness of the Project's compliance with the *L.A. Green Building Code* and other mitigating features that would be effective in reducing GHG emissions, such as the Site being an infill lot, its proximity to transit and walking distance to a major employment center. For purposes of demonstrating the Proposed Project's consistency with AB32 and the State's goals for reducing GHG emissions to 1990 levels by 2020, the Project's greenhouse gas emissions were quantified to reflect the project's design features such as being an infill development with applicable trip credits for increased density, walkability, transit accessibility, proposing Energy Star rated appliances, and as otherwise being built in compliance with all applicable Green Building Code requirements and applicable regulatory measures (i.e., compliance with Rule 403 (dust suppression), low VOC coatings, increasing energy conservation beyond Title 24, implementing on-site solid waste recycling program).

As shown in Table III-8, below, the Proposed Project would result in a net increase of 1,921.34 CO<sub>2</sub>e MTY as compared to existing conditions. For comparative purposes, the GHG emissions from a project of the same size and proposed land uses, but without the GHG-reducing design features described above for the Proposed Project was quantified. This comparative analysis demonstrates the effect the Proposed Project's compliance with SB 375's citing criteria, and the structural and operational design features such as installing energy efficient lighting, low flow plumbing fixtures, Energy Star-rated appliances, and implementing a construction and operational recycling program during the life of the Project would have with respect to reducing GHG emissions. As shown in Table III-8, the Proposed Project's consistency

**Table III-8**  
**Project Operational Greenhouse Gas Emissions**

Emissions Source	Estimated Project Generated CO <sub>2</sub> e Emissions (Metric Tons per Year)		
	Base Project Without GHG Reduction Features	Proposed Project	Percent Reduction
Mobile (Motor Vehicles)	2,228.76	1,988.29	11%
Energy - Electricity	1,012.65	847.52	16%
Energy – Natural Gas	188.23	156.69	17%
Area	0.01	0.01	0%
Water	65.88	53.77	18%
Waste	69.40	34.70	50%
Construction Emissions <sup>a</sup>	21.33	21.33	--
<b>Project Total</b>	<b>3,586.26</b>	<b>3,102.31</b>	<b>13%</b>
<i>Less Existing Project Site</i>	<i>-- <sup>b</sup></i>	<i>1,180.97</i>	<i>--</i>
<b>Project NET TOTAL</b>	<b>3,586.26</b>	<b>1,921.34</b>	<b>46%</b>
<sup>a</sup> The total construction GHG emissions were amortized over 30 years and added to the operation of the Project. <sup>b</sup> The existing uses were not deducted from the Project Without GHG Reduction Measures to demonstrate the benefit of developing on an infill lot with an active commercial land use. Calculation data and results provided in Appendix D, Greenhouse Gas Emissions Calculations Worksheets.			

with applicable plans, policies and code requirements imposed through the City of Los Angeles Green Building Ordinance for purposes of conserving resources and reducing GHG emissions, yields an approximate 46 percent reduction as compared to a base project without such design features and compliance measures.

Through required implementation of the L.A. Green Building Code, the Project's mixed-use design, and the Project's location on an infill site, the Proposed Project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs, including CARB's AB 32 Scoping Plan aimed at achieving 1990 GHG emission levels by 2020. The following describes the benefits and applicability of the Proposed Project's compliance measures and design features that serve to reduce the carbon footprint of the development:

- 1. Infill Development.** The Proposed Project is located on an infill site that is currently developed with commercial land uses and that is located within a transit priority area. The Project is also located in an area that is adequately served by existing infrastructure and would not require the extension of utilities or roads to accommodate the proposed development.
- 2. Transit Priority Area.** The Proposed Project is also located in a Transit Priority Area as defined by CEQA Sections 21099 and 21064.3.<sup>23</sup> Studies by the California Department of Transportation, the U.S. Environmental Protection Agency and the Metropolitan Transportation

<sup>23</sup> City of Los Angeles, Department of City Planning, City of Los Angeles Zoning Information and Map Access System (ZIMAS), Parcel Profile Report, website: [www.zimas.lacity.org](http://www.zimas.lacity.org), accessed March 3, 2016.

Commission have found that focusing development in areas served by transit can result in local, regional and statewide benefits including reduced air pollution and energy consumption. The Proposed Project's mixed-use nature and close proximity to neighborhood-serving commercial/retail land uses and regional transit would result in fewer trips and a reduction to the Proposed Project's vehicle miles traveled (VMTs) as compared to the base trip rates for similar stand-alone hotel uses that are not located in close proximity to transit.

- 3. Energy Conservation.** As mandated by the L.A. Green Building Code, the Project will be required to exceed Title 24 2013 standards and include ENERGY STAR appliances.
- 4. Solid Waste Reduction Efforts.** The Project is subject to construction waste reduction of at least 50 percent. In addition, operation of the Project is subject to AB 939 requirements to divert 50 percent of solid waste to landfills through source reduction, recycling, and composting. As required by the California Solid Waste Reuse and Recycling Access Act of 1991, the Project will provide adequate storage areas for collection and storage of recyclable waste materials.
- 5. Water Conservation.** The Project would be required to provide a schedule of plumbing fixtures and fixture fittings that reduce potable water use within the development by at least 20 percent. It must also provide irrigation design and controllers that are weather- or soil moisture-based and automatically adjust in response to weather conditions and plants' needs. Therefore, the Project's generation of GHG emissions would not make a project-specific or cumulatively considerable contribution to GHG emissions, and impacts would be less than significant.

Therefore, as demonstrated above, the Proposed Project's design features and compliance with regulatory measures would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs, including CARB's AB 32 Scoping Plan aimed at achieving 1990 GHG emission levels by 2020. Therefore, the Project's generation of GHG emissions would not make a project-specific or cumulatively considerable contribution to conflicting with an applicable plan, policy or regulation for the purposes of reducing the emissions of greenhouse gases and, the Proposed Project's impact would be less than significant. Notwithstanding the Project's less than significant impact upon GHG emissions, the Department of City Planning recommends the following mitigation measures be implemented to further reduce GHG emissions in new developments.

### **Mitigation Measures**

- GHG-1** Low- and non-VOC containing paints, sealants, adhesives, solvents, asphalt primer, and architectural coatings (where used), or pre-fabricated architectural panels shall be used in the construction of the Project to reduce VOC emissions to the maximum extent practicable.
- GHG-2** Any new construction shall include 20 percent of parking spaces set aside for EV ready parking.

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

**Less Than Significant Impact.** As described above and in Question VII(a), the Proposed Project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs, including CARB's AB 32 Scoping Plan aimed at achieving 1990 GHG emission levels by 2020. Therefore, the Project's generation of GHG emissions would not make a project-specific or cumulatively considerable contribution to conflicting with an applicable plan, policy or regulation for the purposes of reducing the emissions of greenhouse gases and, the Proposed Project's impact would be less than significant.

**Cumulative Impacts**

The GHG emissions from a mixed-use hotel and retail development is relatively very small in comparison to state or global GHG emissions and, consequently, they would, in isolation, have no significant direct impact on climate change. Rather, it is the increased accumulation of GHG from more than one project and many sources in the atmosphere that may result in global climate change, which can cause the adverse environmental effects previously discussed. Accordingly, the threshold of significance for GHG emissions determines whether a project's contribution to global climate change is "cumulatively considerable." Many regulatory agencies, including the SCAQMD, concur that GHG and climate change should be evaluated as a potentially significant cumulative impact, rather than a project direct impact. Accordingly, the GHG analysis presented above analyzes whether the Proposed Project's impact would be cumulatively considerable using a plan-based approach (and quantitative and qualitative analysis) to determine the Proposed Project's contributing effect on global warming. As concluded above, the Proposed Project's generation of GHG emissions would represent a 20% reduction in GHG emissions with GHG reduction measures in place as compared to the Project's emissions in the absence of all of the GHG reducing measures and project design features. Furthermore the Proposed Project would be consistent with all applicable local ordinances, regulations and policies that have been adopted in furtherance of the state and City's goals of reducing GHG emissions. Thus, the Proposed Project would not make a cumulatively considerable contribution to GHG emissions and impacts would be less than significant.

**VIII. HAZARDS AND HAZARDOUS MATERIALS**

The following section summarizes and incorporates the reference information from the Phase One Environmental Site Assessment Report prepared by AEI Consultants: Phase I Environmental Site Assessment, Property Identification: 6407 – 6409 Sunset Boulevard, Los Angeles (Hollywood), Los Angeles County, California 90028 dated September 3, 2014 ("Phase I ESA"). The Project Phase I ESA is included as Appendix E.

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

**No Impact.** The Proposed Project would not result in the routine transport, use, or disposal of hazardous materials. No hazardous materials other than the modest amounts of typical cleaning supplies and



solvents used for housekeeping, janitorial, landscaping, and maintenance purposes would routinely be transported to the Site, and the use of these substances would comply with State Health Codes and Regulations. Thus, the Proposed Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Therefore, no impact would occur.

**b) Would the project create significant hazard to the public or the environment through reasonably foreseeable upset and accidental conditions involving the release of hazardous materials into the environment?**

**Potentially Significant Impact Unless Mitigation Incorporated.** A significant impact may occur if a project utilizes quantities of hazardous materials as part of its routine operations and could potentially pose a hazard to nearby sensitive receptors under accident or upset conditions. Historic information indicates that the Project Site was utilized as a commercial structure occupied by Pacific Mercantile Bank in 1907 and a grocery store in 1913. In addition, oil storage was depicted in the northern portion of the Project Site from at least 1907 to at least 1913. A dry cleaning facility, Hollywood Laundry, occupied the Project Site at 1500 -1520 N. Cahuenga Boulevard from at least 1919 to at least 1942. An office occupied the Project Site in 1942, Roberts Bros Sandwich Shop and restaurant from 1942 to 1951, and a different restaurant from 1950 to 1960. Then from 1961 to 1985, a gasoline station, Texaco, at 6407 and 6409 Sunset Boulevard, occupied the Project Site. The Texaco equipped the Project Site with one 550-gallon waste oil underground storage tank (UST), four 4,000-gallon gasoline UST, and one 10,000-gallon gasoline UST. These USTs were removed from the Project Site in May 1985. In 1987 the Project Site was and currently is utilized as a fast food restaurant (“Jack in the Box”).<sup>24</sup> The Project is listed on the following environmental regulatory agency databases related to the use, storage, or release of hazardous materials reviewed during the Phase I ESA investigation: Hist Cortese, LUST, CHMIRS, RGA LUST, California FID UST, SWEEPS UST, Hist UST, and Hist Clean.<sup>25</sup> The Project Site is listed on these databases due to the gasoline station, Texaco, and the dry cleaning facility, Hollywood Laundry, previously occupying the Project Site. The Texaco was identified for a release of gasoline affecting soil and groundwater from a tank removal in 1985. In 1986 the Texaco submitted a remedial action plan to address the on-site soil and groundwater contamination and in 1996 the Regional Water Quality Control Board (RWQCB) closed the case. The Phase I ESA concluded the Project Site presumably met the commercial/industrial standard at the time the case was closed. Therefore, the Phase I ESA did not find a recognized environmental condition (REC) in connection with the property in relation to the presence of a Texaco previously occupying the Project Site.

Dry cleaning facilities typically use chlorinated solvents, particularly tetrachloroethylene (PCE), during the dry cleaning process. These solvents, even when properly stored and handled, can migrate into the subsurface and groundwater, accumulate in the soil, and can result in a REC. However, due to the

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<sup>24</sup> AEI Consultants, *Phase I Environmental Site Assessment Property Identification: 64097 – 6409 Sunset Boulevard Los Angeles (Hollywood), Los Angeles County, California 90028, September 2014.*

<sup>25</sup> AEI Consultants, *Phase I Environmental Site Assessment Property Identification: 64097 – 6409 Sunset Boulevard Los Angeles (Hollywood), Los Angeles County, California 90028, September 2014.*

presence of the Texaco on the Project Site discussed above, there have been various subsurface investigations conducted on the Project Site and it received case closure from the RWQCB, as mentioned above. Thus, the Project Site presumably met the standard at the time, indicating the solvents used for the Hollywood Laundry did not contaminate the groundwater and soil or were remediated. The Phase I ESA concluded that the presence of the Hollywood Laundry previously occupying the Project Site did not reveal evidence of an REC in connection with the property.

No RECs were identified as a result of the Phase I ESA. However, the Phase I ESA was unable to obtain information regarding the sampling activities conducted on the Project Site to determine if the Project Site was monitored/sampled for contamination during former groundwater/vapor monitoring activities. As a result, the most recent levels of contamination from the Texaco and the Hollywood Laundry at the Project Site are unknown. Implementation of Mitigation Measure HAZ-1 would reduce impacts related to accidental conditions involving the release of hazardous materials into the environment to less than significant.

### **Mitigation Measures**

**HAZ-1** Prior to the issuance of any use of land, grading, or building permit, the applicant shall obtain a sign-off from the Fire Department indicating that all on-site hazardous materials, including contamination of the soil and groundwater, have been suitably remediated, or that the proposed project will not impede proposed or on-going remediation measures.

The Project Site currently contains one 3,882 square foot building, which is utilized as a fast food restaurant. The Phase I ESA concluded due to the age of the current structure, constructed in 1987, it is unlikely lead-based paint is present on the Project Site. Additionally, onsite reconnaissance conducted for the Phase I ESA did not observe evidence of spills, staining, or leaks on or around the transformer that would indicate a potential polychlorinated biphenyl (PCB)-containing transformer or PCB spill. Therefore, the presence of PCBs is not expected to represent a significant environmental concern. The Phase I ESA found all observed suspect Asbestos Containing Materials (ACMs) at the Project Site were in good condition. However, due to the demolition of the current building and development of a 21 story mixed-use hotel and retail building proposed for the Project, the Phase I ESA concludes compliance with regulatory compliance measure RC-HAZ-1, below, would reduce impacts related to asbestos to a less than significant level.

### **Regulatory Compliance Measure RC-HAZ-1: Explosion/Release (Existing Toxic/Hazardous Construction Materials)**

- (Asbestos) Prior to the issuance of any permit for the demolition or alteration of the existing structure(s), the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant indicating that no Asbestos-Containing Materials (ACM) are present in the building. If ACMs are found to be present, it will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other applicable State and Federal rules and regulations.

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

**Less Than Significant Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact to hazards and hazardous materials if: (a) the project involved a risk of accidental explosion or release of hazardous substances (including, but not limited to oil, pesticides, chemicals or radiation); or (b) the project involved the creation of any health hazard or potential health hazard. The determination of significance shall be made on a case-by-case basis considering the following factors: (a) the regulatory framework for the health hazard; (b) the probable frequency and severity of consequences to people or property as a result of a potential accidental release or explosion of a hazardous substance; (c) the degree to which project design will reduce the frequency or severity of a potential accidental release or explosion of a hazardous substance; (d) the probable frequency and severity of consequences to people from exposure to the health hazard; and (e) the degree to which project design would reduce the frequency of exposure or severity of consequences of exposure to the health hazard.

No Los Angeles Unified School District schools are located approximately 0.25 miles from the Project Site. Selma Avenue Elementary is the nearest public school serving the Project Site. Selma Avenue Elementary School is located 0.4 miles (over 2,000 feet) to the northwest of the Project Site. No hazardous materials other than the modest amounts of typical cleaning supplies and solvents used for housing keeping, janitorial, landscaping, and maintenance purposes would be present at the Project Site and use of these substances would comply with State Health Codes and Regulations. Furthermore, the Proposed Project could utilize two potential haul routes to the Hollywood Freeway (US-101) to haul demolition debris and soil materials from the Site to the Bradley Landfill or the Manning Pit: (1) north bound on N. Cahuenga Boulevard, bordering the Project Site to the west, which is designated as an Avenue II (Modified) (for debris and materials being hauled to the Bradley Landfill); and (2) north bound on N. Cahuenga Boulevard, bordering the Project Site to the west, and east bound on Hollywood Boulevard, which is designated as an Avenue I (for debris and materials being hauled to the Manning Pit) (Figure II-14, Potential Haul Routes). Both potential haul routes would not pass by the aforementioned schools. The City will determine the final haul route to ensure the haul route would not pass the schools. Therefore, the Proposed Project would not create a significant hazard through hazardous emissions or the handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school and a less than significant impact would occur.

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

**Potentially Significant Impact Unless Mitigation Incorporated.** California Government Code Section 65962.5 requires various state agencies to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells, and solid waste facilities from which there is known migration of hazardous waste, and submit such information to the Secretary for Environmental Protection on at least an annual basis. A significant impact may occur if

the Project Site is included on any of the above lists and poses an environmental hazard to surrounding sensitive uses.

A Phase I Environmental Site Assessment (Phase I ESA) was prepared for the Proposed Project in September 2014 (included in Appendix E). The purpose of the Phase I ESA was to acquire and review information regarding the history of activities on the Site and adjacent areas to evaluate the potential for on-site soil or groundwater contamination. The Project Site is approximately 0.543 acres of improved land developed with a fast food restaurant and paved surface parking lot. The Project Site is located on W. Sunset Boulevard and bounded by Ivar Avenue to the east and N. Cahuenga Boulevard to the west.

As described in Question VIII (b) above, the Phase I ESA indicates that the Project Site was utilized as a commercial structure occupied by Pacific Mercantile Bank in 1907 and a grocery store in 1913. In addition, oil storage was depicted in the northern portion of the Project Site from at least 1907 to at least 1913. A dry cleaning facility, Hollywood Laundry, occupied the Project Site at 1500 -1520 N. Cahuenga Boulevard from at least 1919 to at least 1942. An office occupied the Project Site in 1942, Roberts Bros Sandwich Shop and restaurant from 1942 to 1951, and a different restaurant from 1950 to 1960. Then from 1961 to 1985, a gasoline station, Texaco, at 6407 and 6409 Sunset Boulevard, occupied the Project Site. The Texaco equipped the Project Site with one 550-gallon waste oil underground storage tank (UST), four 4,000-gallon gasoline UST, and one 10,000-gallon gasoline UST. These USTs were removed from the Project Site in May 1985. In 1987 the Project Site was and currently is utilized as a fast food restaurant.<sup>26</sup>

Environmental records were reviewed to determine if there are any on- or off-site sources of documented environmental concerns, including a summary of regulatory agency databases prepared by Environmental Data Resources (EDR). In addition, local regulatory agency files were reviewed for additional specific information regarding sites identified in the EDR report judged to be of possible concern to the Project Site.

While there were 43 agency listings for facilities within an approximate 1-mile radius of the Project Site, there were no facilities with releases impacting groundwater located within 0.25-mile upgradient and/or cross-gradient of the Site, or otherwise judged to be of potential impact to soil, groundwater, or soil vapor quality at the Site.

According to the California Department of Conservation Division of Oil, Gas, and Geothermal Resources (DOGGR) maps, there are no oil or gas wells within 500 feet of the Project Site.<sup>27</sup> Based on the available information, no oil and gas wells appear to present a significant threat to soil or groundwater quality at the Project Site.

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<sup>26</sup> AEI Consultants, *Phase I Environmental Site Assessment Property Identification: 64097 – 6409 Sunset Boulevard Los Angeles (Hollywood), Los Angeles County, California 90028, September 2014.*

<sup>27</sup> *Ibid*

The Project Site is listed on the following environmental regulatory agency databases related to the use, storage, or release of hazardous materials reviewed during the Phase I ESA investigation: Hist Cortese, LUST, CHMIRS, RGA LUST, California FID UST, SWEEPS UST, Hist UST, and Hist Clean.<sup>28</sup> As described in Question VIII (b), the Project Site is listed on these databases due to the gasoline station, Texaco, and the dry cleaning facility, Hollywood Laundry, previously occupying the Project Site. The Texaco was identified for a release of gasoline affecting soil and groundwater from a tank removal in 1985. In 1986 the Texaco submitted a remedial action plan to address the on-site soil and groundwater contamination and in 1996 the RWQCB closed the case. The Phase I ESA concluded the Project Site presumably met the commercial/industrial standard at the time the case was closed. Additionally, dry cleaning facility's solvents, like ones that would have been utilized at the Hollywood Laundry, even when properly stored and handled, can migrate into the subsurface and groundwater, accumulate in the soil, and can result in a REC. However, due to the 1996 case closure by the RWQCB, the Phase I ESA concluded that solvents from the Hollywood Laundry had not contaminated or had been removed from the soil and groundwater. The Phase I ESA was unable to obtain information regarding the sampling activities conducted on the Project Site to determine if the Project Site was monitored/sampled for contamination during former groundwater/vapor monitoring activities. As a result, the most recent levels of contamination from the Texaco and the Hollywood Laundry at the Project Site are unknown. Implementation of regulatory compliance measure RC-HAZ-1 and Mitigation Measure HAZ-1 would reduce impacts related to the creation of a significant hazard to the public or the environment to less than significant.

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

**No Impact.** A significant project-related impact may occur if the Proposed Project were placed within a public airport land use plan area, or within two miles of a public airport, and subject to a safety hazard. The nearest airport is the Burbank Bob Hope Airport located approximately 8.5 miles north of the Project Site. At this distance, the airport is not located within two miles of the Project Site. Furthermore, the Project Site is not in an airport hazard area. Therefore, no impact would occur.

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

**No Impact.** This question would apply to the Proposed Project only if it were in the vicinity of a private airstrip and would subject area residents and workers to a safety hazard. The Project Site is not within the vicinity of a private airstrip. Therefore, no impact would occur.

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<sup>28</sup> *Ibid*

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

**Potentially Significant Impact Unless Mitigated.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact to hazards and hazardous materials if: (a) the project involved possible interference with an emergency response plan or emergency evacuation plan. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the degree to which the project may require a new, or interfere with an existing emergency response or evacuation plan, and the severity of the consequences. The Project Site is not located on an identified disaster route or an adopted emergency response or evacuation plan.<sup>29,30</sup> Development of the Project Site may require temporary and/or partial street closures due to construction activities. Nonetheless, while such closures may cause temporary inconvenience, they would not be expected to substantially interfere with emergency response or evacuation plans. The Proposed Project would not cause permanent alterations to vehicular circulation routes and patterns, impede public access or travel upon public rights-of-way. Therefore, the Proposed Project would not be expected to interfere with any adopted emergency response plan or emergency evacuation plan. However, the Proposed Project is over 75 feet in height and, as such, environmental impacts may result from project implementation due to limitations of emergency response equipment. Potential impacts associated with emergency response will be mitigated to a less than significant level by the implementation of mitigation measure HAZ-2, below.

**Mitigation Measures**

**HAZ-2            Emergency Evacuation Plan (Building over 75 feet in height)**

- Prior to the issuance of a building permit, the applicant shall develop an emergency response plan in consultation with the Fire Department. The emergency response plan shall include but not be limited to the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals, and fire departments.

**h) Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**

**No Impact.** The Project Site is located in a highly urbanized area of Hollywood in the City of Los Angeles and does not include wildlands or high fire hazard terrain or vegetation. The Project Site is not located in a Very High Fire Hazard Severity Zone (VHFHSZ).<sup>31</sup> Therefore, no impacts from wildland fires are expected to occur.

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<sup>29</sup> Los Angeles County Department of Public Works, *City of Los Angeles Central Area Disaster Route Map*, August 13, 2008.

<sup>30</sup> City of Los Angeles, *Safety Element of the Los Angeles City General Plan, Exhibit H, Critical Facilities and Lifeline Systems in the City of Los Angeles*, April 1995.

<sup>31</sup> City of Los Angeles, Department of City Planning, *City of Los Angeles Zoning Information and Map Access System (ZIMAS), Parcel Profile Report*, website: [www.zimas.lacity.org](http://www.zimas.lacity.org), accessed August 2015.



## Cumulative Impacts

**Less Than Significant Impact.** Development of the Proposed Project in combination with the 69 related projects has the potential to increase to some degree the risks associated with the use and potential accidental release of hazardous materials in Hollywood and the City of Los Angeles. However, the potential impact associated with the Proposed Project would be less than significant and, therefore, not cumulatively considerable. With respect to the related projects, the potential presence of hazardous substances would require evaluation on a case-by-case basis, in conjunction with the development proposals for each of those properties. Further, local municipalities are required to follow local, state, and federal laws regarding hazardous materials, which would further reduce impacts associated with the related projects. Therefore, with compliance with local, state, and federal laws pertaining to hazardous materials, the Proposed Project in conjunction with related projects would be expected to result in less-than-significant cumulative impacts with respect to hazardous materials.

## IX. HYDROLOGY AND WATER QUALITY

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

**Less Than Significant Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable National Pollution Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving body of water. A significant impact may occur if a project would discharge water which does not meet the quality standards of agencies which regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts would also occur if a project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB) through its nine Regional Boards. The Project Site lies within the Los Angeles Regional Water Quality Control Board (RWQCB). Applicable regulations include compliance with the Standard Urban Storm Water Mitigation Plan (SUSMP) and the Stormwater Low Impact Development (LID) Ordinance (No. 181899) requirements to reduce potential water quality impacts.

### **Construction**

Three general sources of potential short-term, construction-related stormwater pollution associated with the Proposed Project include: 1) the handling, storage, and disposal of construction materials containing pollutants; 2) the maintenance and operation of construction equipment; and 3) earth moving activities which, when not controlled, may generate soil erosion via storm runoff or mechanical equipment. As required under the National Pollution Discharge Elimination System (NPDES), the Project Applicants are responsible for preparing a Storm Water Pollution Prevention Plan (SWPPP) to mitigate the effects of erosion and the inherent potential for sedimentation and other pollutants entering the stormwater system. The primary objectives of the NPDES stormwater program requirements are to: 1) effectively prohibit non-stormwater discharges; and 2) reduce the discharge of pollutants from stormwater conveyance

systems to the Maximum Extent Practicable (“MEP” statutory standard). The SWPPP would incorporate the required implementation of Best Management Practices (BMPs) for erosion control and other measures to meet the NPDES requirements for stormwater quality. Implementation of the BMPs identified in the SWPPP and compliance with the NPDES and City discharge requirements would ensure that the construction of the Proposed Project would not violate any water quality standards or discharge requirements, or otherwise substantially degrade water quality. Furthermore, the implementation of the code required SWPPP would ensure that the Proposed Project’s construction-related water quality impacts would be less than significant.

### **Operation**

The Project Site is currently developed with a fast food restaurant (“Jack in the Box”) and a paved surface parking lot. The Project Site is completely covered with impervious surfaces. Thus, 100 percent of the surface water runoff from the Project Site is directed to adjacent storm drains and does not percolate into the groundwater table beneath the Project Site. The Proposed Project would continue to generate surface water runoff. Potential impacts to surface water runoff would be mitigated to a less than significant level by incorporating stormwater pollution control measures. The Proposed Project will be required to demonstrate compliance with the City of Los Angeles Stormwater Low Impact Development (LID) Ordinance standards and retain or treat the first ¾-inch of rainfall in a 24-hour period. Compliance with this measure would reduce the amount of surface water runoff leaving the Project Site as compared to the current conditions. City of Los Angeles Ordinance No. 172,176 and Ordinance No. 173,494 specify Stormwater and Urban Runoff Pollution Control, which require the application of Best Management Practices (BMPs). The Proposed Project would also comply with water quality standards and wastewater discharge requirements set forth by the Standard Urban Stormwater Mitigation Plan (SUSMP) for Los Angeles County and Cities in Los Angeles County and approved by the Los Angeles Regional Water Quality Control Board (LARWQCB). The Proposed Project would also comply with provisions set forth by the LID Ordinance. Full compliance with the SUSMP, LID Ordinance, and implementation of design-related BMPs would ensure that the operation of the Proposed Project would not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality.

Stormwater management design will be required to conform to the LID Ordinance. The LID Ordinance was adopted in November 2011 and requires stormwater mitigation for a larger number of development and redevelopment projects than was previously required under SUSMP. The LID Ordinance has expanded to include all development and redevelopment projects within the City of Los Angeles that require a building permit and that create, add, or replace 500 square feet or more of impervious area.<sup>32</sup> The LID Ordinance requires developments to capture and treat the first ¾-inch rainfall in accordance with established stormwater treatment priorities.

The Proposed Project falls within the second tier of the LID Ordinance requirements, which state that development projects that involve nonresidential use and result in an alteration of at least 50% or more of the impervious surfaces on an existing developed site, the entire site must comply with the standards and

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<sup>32</sup> *City of Los Angeles, Development Best Management Practices Handbook, Low Impact Development Manual, Part B Planning Activities. Fourth Edition, June 2011.*

requirements of Article 4.4 of Chapter VI of the LA Municipal Code and with the Development Best Management Practices Handbook. The Project Site shall be designed to manage and capture stormwater runoff to the maximum extent feasible utilizing various LID Ordinance techniques, including but not limited to infiltration, evapotranspiration, capture for use, high efficiency bio-filtration and retention systems BMP (listed in priority order). If partial or complete on-site compliance of any type is technically infeasible, the Project Site and LID Plan shall be required to comply with all applicable SUSMP requirements in order to maximize on-site compliance.<sup>33</sup> Therefore, as the Proposed Project would be subject to the LID requirements, operational water quality impacts would be less than significant with code compliance.

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

**No Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on groundwater level if it would change potable water levels sufficiently to: (a) reduce the ability of a water utility to use the groundwater basin for public water supplies, conjunctive use purposes, storage of imported water, summer/winter peaking, or respond to emergencies and drought; (b) reduce yields of adjacent wells or well fields (public or private); (c) adversely change the rate or direction of flow of groundwater; or (d) result in demonstrable and sustained reduction in groundwater recharge capacity. As discussed in Question IX (a) the Project Site is 100 percent impervious. As such, 100 percent of the surface water runoff from the Project Site is directed to adjacent storm drains and does not percolate into the groundwater table beneath the Project Site. According to the Geotechnical Report, groundwater was encountered at a depth of 66 feet below the existing site grade. According to the Seismic Hazard Evaluation Report, for the Hollywood 7 ½ Minute Quadrangle (CDMG, 1998), the historically highest groundwater at the Site is 60 feet below grade. The Proposed Project would excavate soils beneath the Project Site to allow for removal of the existing fast food restaurant structure and the surface parking lot and recompaction for the development of the Proposed Project. Removal and recompaction will extend to a depth of up to 40 feet below grade and would not impact the groundwater table. The Proposed Project should not cause the depletion of the groundwater supplies or the interference of groundwater recharge, since the Project Site is currently 100 percent impervious. The Proposed Project will continue to be supplied with potable water by the Los Angeles Department of Water and Power (LADWP). Further, the Proposed Project will comply with LAMC Section 64.70, Stormwater Runoff and Urban Pollution Control. Thus, construction of the Proposed Project would not deplete groundwater supplies or interfere substantially with groundwater recharge, and no impact would occur.

**c) Would the project substantially alter the existing drainage pattern of the site or area, including**

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<sup>33</sup> *Stormwater LID Ordinance (No. 181899), 2011.*

**through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?**

**Less Than Significant Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water hydrology if it would result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow. The Project Site is located in a highly urbanized area of Hollywood, and no streams or river courses are located on or within the Project vicinity. The Project Site is 100 percent impervious. Implementation of the Proposed Project would not increase site runoff or result in any changes in the local drainage patterns. Further, the Proposed Project would comply with LAMC Section 64.70, Stormwater Runoff and Urban Pollution Control. Impacts associated with localized drainage and surface water runoff would therefore be considered less than significant.

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

**Less Than Significant Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water hydrology if it would result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow. The Proposed Project would not result in a significant increase in site runoff, or any changes in the local drainage patterns. Therefore, as the Proposed Project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, no impact would occur. In addition, the Proposed Project will comply with LAMC Section 64.70, Stormwater Runoff and Urban Pollution Control, and impacts would be less than significant.

**e) Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**

**Less Than Significant Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water quality if discharges associated with the project 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. A significant impact may occur if the volume of stormwater runoff from the Project Site were to increase to a level which exceeds the capacity of the storm drain system serving the Project Site. A significant adverse effect would also occur if a project substantially increases the probability that polluted runoff would reach the storm drain system.

Currently, the Project Site is completely developed with impervious surfaces and nearly 100 percent of surface water runoff is directed to adjacent street storm drains. Existing storm drain lines are located

along Sunset Boulevard, Ivar Avenue, and Cahuenga Boulevard serve the Project Site.<sup>34</sup> These storm drain lines are owned and maintained by the City of Los Angeles. The Proposed Project would not result in a significant increase in site runoff, or any changes in the local drainage pattern. Runoff from the Project Site currently is and would continue to be collected on the Project Site and directed towards existing storm drains in the Project vicinity that have adequate capacity. Pursuant to local practice and City policy stormwater retention will be required as part of the LID Ordinance / SUSMP implementation features (despite no increase in imperviousness of the site). Any contaminants gathered during routine cleaning of construction equipment would be disposed of in compliance with applicable stormwater pollution prevention permits. Further any pollutants from the parking areas would be subject to the requirements and regulations of the NPDES and applicable LID Ordinance standards and retain or treat the first  $\frac{3}{4}$  -inch of rainfall in a 24-hour period, which will reduce the Proposed Project's impact to the stormwater infrastructure. Therefore, the Proposed Project would not create or contribute to runoff water which would exceed capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Potential impacts to surface water quality would be less than significant. Further, the Proposed Project will comply with LAMC Section 64.70, Stormwater Runoff and Urban Pollution Control, and all applicable laws and regulations pertaining to stormwater runoff and water quality would ensure impacts are reduced to a less than significant level.

**f) Would the project otherwise substantially degrade water quality?**

**No Impact.** A significant impact may occur if a project includes potential sources of water pollutants that would have the potential to substantially degrade water quality. The Proposed Project does not include potential sources of contaminants, which could potentially degrade water quality and would comply with all federal, state and local regulations governing stormwater discharge. Therefore, no impact would occur.

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

**No Impact.** A significant impact would occur if the Project were to place housing within a 100-year flood hazard area. A 100-year flood is defined as a flood which results from a severe rainstorm with a probability of occurring approximately once every 100 years. According to the Federal Emergency Management Agency (FEMA), the Project Site is not located in an area designated as a 100-year flood hazard area. The Project Site is located in a zone designated as Zone X, which signifies that the area is outside the 0.2% annual chance floodplain.<sup>35</sup> Therefore, the Proposed Project would not place housing within a 100-year flood hazard area, and no impact would occur.

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<sup>34</sup> City of Los Angeles, Bureau of Engineering, Navigate LA, website: <http://navigate.lacity.org/navigate/>, accessed August 2015.

<sup>35</sup> Federal Emergency Management Agency (FEMA), Flood Insurance Rate Map, Panel Number 06037C1605F, September 26, 2008, website: <https://fema.maps.arcgis.com/home/webmap/viewer.html?webmap=cbe088e7c8704464aa0fc34eb99e7f30>, accessed August 2015.



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

**No Impact.** A significant impact may occur if the Project was located within a 100-year flood zone, which would impede or redirect flood flows. The Project Site is not in an area designated as a 100-year flood hazard area as mapped by the FEMA's Flood Insurance Rate Map. The Project Site is in a zone designated as Zone X, which signifies that the area is outside the 0.2% annual chance floodplain.<sup>36</sup> The Project Site is located in an urbanized area. As no changes to the local drainage pattern would occur with implementation of the Proposed Project, the Proposed Project would not have the potential to impede or redirect floodwater flows. No impact would occur.

**i) Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?**

**Less than Significant Impact.** A significant impact may occur if the Proposed Project exposes people or structures to a significant risk of loss or death caused by the failure of a levee or dam, including but not limited to a seismically-induced seiche. Seiches are large waves generated in very large enclosed bodies of water or partially enclosed arms of the sea in response to ground shaking. Tsunamis are waves generated in large bodies of water by fault displacement or major ground movement. Review of the County of Los Angeles Flood and Inundation Hazards Map in the Geotechnical Report indicates the Project Site does not lie within the mapped tsunami inundation boundaries. Review of the City of Los Angeles General Plan Safety Element, the Proposed Project lies within an inundation or tsunami hazard area of the Mulholland Dam located 2.2 miles north of the Project Site.<sup>37</sup> However, the California Division of Safety of Dams regulates all dams in California with the mission to protect people against loss of life and property from dam failure.<sup>38</sup> Additionally, the LADWP regulates, monitors, and implements mitigation measures for facilities within the City's borders and facilities owned and operated by the City within other jurisdictions. The Mulholland Dam is owned by the City and, therefore, must comply with all LADWP mitigation measures to prevent dam failure. Thus, the Proposed Project would not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam. Therefore, impacts related to the failure of a levee or dam would be less than significant.

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

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

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<sup>36</sup> *Ibid.*

<sup>37</sup> *City of Los Angeles Department of City Planning, Safety Element of the Los Angeles City General Plan, Exhibit G: Inundation & Tsunami Hazard Areas In the City of Los Angeles, March 1994.*

<sup>38</sup> *California Department of Water Resources, Division of Safety of Dams, Our Mission, website: <http://www.water.ca.gov/damsafety/>, accessed July 2015.*

indicate potential susceptibility to mudslides or mudflows. Review of the County of Los Angeles Flood and Inundation Hazards Map in the Geotechnical Report indicates the Project Site does not lie within the mapped tsunami inundation boundaries. Review of the City of Los Angeles General Plan Safety Element, the Proposed Project lies within an inundation or tsunami hazard area of the Mulholland Dam located 2.2 miles north of the Project Site.<sup>39</sup> However, the California Division of Safety of Dams and the LADWP regulate and enforce mitigation measures to prevent inundation from occurring.

Furthermore, the Project Site and the surrounding area are highly urbanized and relatively flat. The Project's Geotechnical Report finds that landsliding is considered to be low due to the lack of an elevation difference across and adjacent to the Project Site.<sup>40</sup> Additionally, the Project Site is not located within a potentially "liquefiable" area and, based on the site-specific liquefaction analysis included in the Geotechnical Report, the Project Site is not be prone to liquefaction.<sup>41</sup> Thus, the occurrence of mudflows on the Project Site is considered low. Therefore, the Project Site is not anticipated to be subject to slope instability, tsunamis, and seiches. Therefore, no impact would occur.

### Cumulative Impacts

**Less Than Significant Impact.** Development of the Proposed Project in combination with the 69 related projects would result in the further infilling of uses in a highly developed area within the area of Hollywood in the City of Los Angeles. As discussed above, the Project Site and the surrounding areas are served by the existing City storm drain system. Runoff from the Project Site and adjacent urban uses is typically directed into the adjacent streets, where it flows to the nearest drainage improvements. It is likely that most, if not all, of the related projects would also drain to the surrounding street system. However, little if any additional cumulative runoff is expected from the Proposed Project and the related project sites, since Hollywood is highly developed with impervious surfaces. Under the requirements of the LID Ordinance, each related project will be required to implement stormwater BMPs to retain or treat the runoff from a storm event producing 3/4-inch of rainfall in a 24-hour period. Mandatory structural BMPs in accordance with the NPDES water quality program will therefore result in a cumulative reduction to surface water runoff, as the development in the surrounding area is limited to infill developments and redevelopment of existing urbanized areas. Therefore, the Proposed Project would not make a cumulatively considerable contribution to impacting the volume or quality of surface water runoff, and cumulative impacts to the existing or planned stormwater drainage systems would be less than significant. Therefore, cumulative water quality impacts would be less than significant.

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<sup>39</sup> City of Los Angeles Department of City Planning, *Safety Element of the Los Angeles City General Plan, Exhibit G: Inundation & Tsunami Hazard Areas In the City of Los Angeles*, March 1994.

<sup>40</sup> Geotechnologies, Inc., *Geotechnical Engineering Investigation: Proposed Hotel, 6409 Sunset Boulevard, Hollywood, California, September 24, 2014 revised April 8, 2016. (Appendix B)*

<sup>41</sup> *Ibid.*

## **X. LAND USE AND PLANNING**

### **a) Would the project physically divide an established community?**

**No Impact.** A significant impact may occur if the project would be sufficiently large enough or otherwise configured in such a way as to create a physical barrier within an established community. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the following factors: (a) the extent of the area that would be impacted, the nature and degree of impacts, and the types of land uses within that area; (b) the extent to which existing neighborhoods, communities, or land uses would be disrupted, divided or isolated, and the duration of the disruptions; and (c) the number, degree, and type of secondary impacts to surrounding land uses that could result from implementation of the Proposed Project.

The Project Site is located in an urbanized area of the Hollywood community and is consistent with the existing physical arrangement of the properties within the vicinity of the Site. No separations of uses or disruption of access between land use types would occur as a result of the Proposed Project. Accordingly, implementation of the Proposed Project would not disrupt or divide the physical arrangement of the established community, and no impact would occur.

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

**Less Than Significant Impact.** A significant impact may occur if a project is inconsistent with the General Plan or zoning designations applicable to the Project Site, and would cause adverse environmental effects, which the General Plan and zoning designations are created to avoid or mitigate.

#### ***Regional Plans***

##### ***SCAQMD Air Quality Management Plan***

The Proposed Project is located within the South Coast Air Basin (Basin) and, therefore, falls under the jurisdiction of the SCAQMD. In conjunction with SCAG, the SCAQMD is responsible for formulating and implementing air pollution control strategies. The SCAQMD's Air Quality Management Plan (AQMP) was updated in 2003 to establish a comprehensive air pollution control program leading to the attainment of State and federal air quality standards in the Basin, which is a non-attainment area. The most recent AQMP was adopted on December 7, 2012. With the approval of the Vesting Zone Change and Height District Change to amend the 'D' development to allow a FAR of up to 6:1 for the Proposed Project by the City Planning Commission (CPC), the Proposed Project conforms to the zoning and land use designations for the Project Site as identified in the General Plan, and, as such, would not add emissions to the Basin that were not already accounted for in the approved AQMP. Furthermore, as noted in Section III, Air Quality, the Proposed Project would not exceed the daily emission thresholds during the construction or operational phases of the Project. Therefore, the Proposed Project would be consistent

with the AQMP.

### ***Hollywood Community Plan***

The Project Site is located within the Hollywood Community Plan Area (CPA). The General Plan land use designation for the Project Site is Regional Center Commercial. Per the Redevelopment Plan, the Project Site's General Plan land use designation of Regional Center Commercial permits an FAR up to 4.5 times the buildable area of the site. However, the Hollywood Community Plan states, "Proposed development in excess of 4.5:1 FAR up to 6:1 FAR may be permitted provided that certain objectives set forth in the Redevelopment Plan subsection 506.2.3 are met."<sup>42</sup> Thus, per the Redevelopment Plan, a maximum of 6:1 FAR is possible through CPC approval. As such, the Applicant is seeking the approval of the CPC for a development not to exceed 6:1 FAR.<sup>43</sup> The Community Plan goals and objectives include providing an official guide to the future development of the Hollywood Community. As described in the Community Plan, the purpose of the plan is to:

*"provide an official guide to the future development of the Community for the use of the City Council, the Mayor, the City Planning Commission; other concerned government agencies, residents, property owners, and business people of the Community; and private organizations concerned with planning and civic betterment. . . . The Plan is intended to promote an arrangement of land use, circulation, and services which will encourage and contribute to the economic and social and physical health, safety, welfare, and convenience of the Community, within the larger framework of the City; guide development, betterment, and changed of the Community to meet the existing and anticipated needs and conditions; balance growth and stability; reflect economic and potentials and limits, land development and other trends; and protect investment to the extent reasonable and feasible."*<sup>44</sup>

The Proposed Project, which would provide a mixed-use hotel/retail development in an underutilized area of Hollywood, would conform to the goals, objectives, and land uses identified in the Community Plan. The Proposed Project would revitalize the area with the development of a 21-story mixed-use hotel and commercial building. The Proposed Project will provide a maximum of 275 hotel guestroom units and 1,900 square feet of ground-floor commercial space with a total of 135 parking spaces and 32 bicycle spaces. The guestroom units would be located on 19 floors (Level 2 through Level 20) of the mixed-use hotel and retail building. All of the 275 guestroom units would include kitchenettes. The Proposed Project will provide a variety of on-site amenities, which may include but is not limited to, a vestibule, front desk, lobby, market, a bar/café, a casual dining/lounge, and outdoor patio with 42 exterior dining seats located on the ground-floor. The Proposed Project also includes a meeting room, guest accessory uses (laundry,

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<sup>42</sup> City of Los Angeles Department of City Planning, *Hollywood Community Plan* (pg. HO-6).

<sup>43</sup> Under the Height District Change to amend the 'D' development limitation to allow up to 6:1 FAR, the Proposed Project would be expected to comply with the Hollywood Redevelopment Plan and the Applicant expects to enter into an Owner Participation Agreement (OPA).

<sup>44</sup> City of Los Angeles Department of City Planning, *Hollywood Community Plan*, 1988, effective April 2, 2014.

breakfast room, and buffet room), and back of house spaces (kitchen and office) located on Level 2. The exterior dining space would be adjacent to the public sidewalk and would be a dedicated easement back to the City of Los Angeles from the owner for those areas outside the property limits. Additional hotel amenities include a garden located on roof terrace on Level 2 (Open Level 2 Roof Terrace) and swimming pool, fitness center, and locker rooms/restrooms on the roof terrace of Level 21. A detailed analysis of the consistency of the Proposed Project with the applicable objectives and policies of the Hollywood Community Plan is presented in Table III-9, below.

**Table III-9**  
**Project Consistency with Applicable Objectives and Policies of the**  
**Hollywood Community Plan**

Objective / Policy	Project Consistency Analysis
<b>Objective 1:</b> To coordinate the development of Hollywood with that of other parts of the City of Los Angeles and the metropolitan area.	The Proposed Project will increase the hotel and retail uses necessary for Hollywood as well as other parts of the City of Los Angeles and the metropolitan area. The Project would provide 275 new guestroom units with kitchenettes (142 guest suites, 132 guestrooms, and 1 two-bedroom suite) for Hollywood, which will add to the hotel demand for guests visiting Hollywood. Additionally, the Project Site is located 0.4 miles southwest of the Hollywood / Vine Metro rail transit station, which provides access to other parts of the City of Los Angeles and the metropolitan area. Therefore, the Proposed Project supports this objective.
<b>Objective 2:</b> To designate lands at appropriate locations for the various private uses and public facilities in the quantities and at densities required to accommodate population and activities projected to the year 2010.	The Project Site is located in an area with similar mixed-use buildings. The Proposed Project will be designed and constructed to be compatible with the surrounding land uses. Furthermore, with the approvals of the Vesting Zone Change, Height District Change, and Site Plan Review will be consistent with the Redevelopment Plan and the LAMC. The Project will provide 1,900 square feet of retail space on the ground floor, which may include public facilities. Thus, the Proposed Project supports this objective.
<b>Objective 3-1:</b> To make provision for the housing required to satisfy the varying needs and desires of all economic segments of the Community, maximizing the opportunity for individual choice.	This objective does not specifically pertain to the Proposed Project since it addresses housing and not hotel and retail uses. However, the Proposed Project will provide 275 guestroom units with kitchenettes as well as 1,900 square feet of retail space on the ground floor of a 21-story mixed-use building. The Proposed Project components will encourage economic segments of the community and maximize the opportunity for individual choice.
<b>Objective 3-2:</b> To encourage the preservation and enhancement of the varied and distinctive residential character of the Community, and to protect lower density housing from the scattered intrusion of apartments.	This objective does not specifically pertain to the Proposed Project since it addresses the preservation of the residential character of the Community and the protection of lower density housing from the intrusion of apartments. However, the Proposed Project would revitalize an underutilized lot that is not currently utilized as residential or lower density housing.
<b>Objective 4:</b> To promote economic well being and public convenience.	The Proposed Project will provide 1,900 square feet of retail space on the ground floor, which will promote economic well being in Hollywood. Additionally, the Project Site is located 0.4 miles southwest of the Hollywood / Vine Metro rail transit station. This close proximity will promote public



	convenience by connecting with local and regional transit lines. Thus, the Proposed Project supports this objective.
<b>Objective 5:</b> To provide a basis for the location and programming of public services and utilities and to coordinate the phasing of public facilities with private development. To encourage open space in both local neighborhoods and in high density areas.	The Proposed Project will include 1,900 square feet of retail space on the ground floor, which may include public facilities. The Proposed Project will provide 5,650 square feet of common open space on Level 2 (Open Level 2 Roof Terrace), 2,500 square feet of common open space on Level 21. Amenities proposed within the hotel common open space areas include a garden located on the roof terrace on Level 2. A swimming pool and pool deck would be located on the roof terrace of Level 21. Common open space will be attractively landscaped. Proposed Project's attractive open space will encourage open space in Hollywood. Thus, the Proposed Project supports this objective.
<b>Objective 6:</b> To make provision for a circulation system coordinated with land uses and densities adequate to accommodate traffic; and to encourage the expansion and improvement of public transportation service.	The Proposed Project would not impact the existing circulation system. The Project Site is 0.4 miles southwest of the Hollywood / Vine Metro rail transit station, which would encourage visitors of the retail use and guests of the hotel to use public transportation services. Thus, the Proposed Project supports this objective.
<b>Objective 7:</b> To encourage the preservation of open space consistent with property rights when privately owned and to promote the preservation of views, natural character and topography of mountainous parts of the Community for the enjoyment of both local residents and persons throughout the Los Angeles region.	This objective does not specifically pertain to the Proposed Project since it encourages and promotes the preservation of open space. The Project Site currently does not consist of open space or views of open space. The Proposed Project would improve an underutilized lot in the Hollywood area with a 21-story mixed-use building and approximately 8,150 square feet of open space (5,650 square feet on Level 2 and 2,500 square feet on Level 21). The Proposed Project would be compatible with surrounding land uses.
<i>Source: City of Los Angeles, Hollywood Community Plan; and Parker Environmental Consultants.</i>	

The Hollywood Community Plan addresses planning and land use issues and opportunities in various sectors, such as commerce, housing, industry, circulation, service systems, recreation and parks, fire protection, public schools, libraries, other public facilities, and social services. Nevertheless, as discussed in Section XIII, Population and Housing, the Project is consistent with SCAG's employment growth projections.

The Proposed Project would be consistent with the goals, objectives, and policies set forth in the Hollywood Community Plan. Therefore, the Project is consistent with the applicable land use and planning policies in the Hollywood Community Plan.

### ***Redevelopment Plan for the Hollywood Redevelopment Project***

The Proposed Project is located within the Hollywood Redevelopment Project area, which was established by the Community Redevelopment Agency of the City of Los Angeles (CRA/LA). The CRA/LA has since been disbanded. Development in the Hollywood Redevelopment Project Area is governed by the Redevelopment Plan that was adopted in July 2003 by the CRA/LA and remains affective until July 2033. The Redevelopment Plan states it will attain the purposes of the California Community Redevelopment Law, "(1) by elimination of areas suffering from depreciated values,

impaired investments, and economic and social maladjustment; (2) by the replanning, redesign and rehabilitation and/or redevelopment of areas which are stagnant or improperly utilized and which could not be accomplished by private enterprise acting alone without public participation and assistance; and (3) by protecting and promoting sound development and redevelopment of blighted areas and the general welfare of the citizens of the City by remedying such injurious conditions through the employment of appropriate means.”<sup>45</sup> The Redevelopment Plan identifies overall objectives and development standards to guide the development, redevelopment, and rehabilitation of properties within the Hollywood area. Table III-10, below, provides a detailed analysis of the consistency of the Proposed Project with the applicable goals of the Redevelopment Plan.

**Table III-10**  
**Project Consistency with Applicable Goals of the Redevelopment Plan**

Goal	Project Consistency Analysis
1) Encourage the involvement and participation of residents, business persons, property owners, and community organization in the redevelopment of the community.	The Proposed Project will develop an underutilized site that is currently used as a fast food restaurant and a surface parking lot. The Project will involve the development of a 21-story mixed-use hotel and retail building. The 1,900 square feet of retail space on the ground floor will encourage business persons to locate their businesses on site and will encourage the residents of the surrounding area to shop on the Project Site. The 275 guestroom units will attract visitors and guests to the Hollywood area. The mixed-uses proposed by the Project will contribute to the redevelopment of the community. Thus, the Project is consistent with the objective.
2) Preserve and increase employment, and business and investment opportunities through redevelopment programs and, to the greatest extent feasible, promote these opportunities for minorities and women.	The Proposed Project will involve 1,900 square feet of retail space on the ground floor, which will increase business and investment opportunities in the area. Additionally, as discussed in XIII, Population and Housing, the Proposed Project would create approximately 156 net new employees to the Project Site which would increase employment in the area. To the greatest extent feasible, the Project will promote these opportunities for minorities and women. Thus, the Project is consistent with the objective.
3) Promote a balanced community meeting the needs of the residential, commercial, industrial, arts and entertainment sectors.	The Project will involve the development of a 21-story mixed-use hotel and retail building. The 1,900 square feet of retail space on the ground floor will encourage business persons to locate their businesses on site and will encourage the residents of the surrounding area to shop on the Project Site. The 275 guestroom units will attract visitors and guests and provide more hotel uses to Hollywood area that will add to the hotel demand in Hollywood. The mixed-uses proposed by the Project will promote a balanced community meeting the needs of the residential, commercial, industrial, and entertainment sectors. Thus, the Project is consistent with the objective.
4) Support and encourage the development of social	This objective does not specifically pertain to the

<sup>45</sup> *City of Los Angeles, Hollywood Redevelopment Plan (Page 2), adopted July 12, 2003.*

services with special consideration given to participating in projects involving community based organizations that serve runaways, the homeless, senior citizens and provide child care services and other social services.	Proposed Project since it supports and encourages the development of social services. Although the Project does not directly propose any public or social services and facilities, the Project is proposing the development of 1,900 square feet of ground-floor retail. The proposed retail could provide services that support and encourage the development of social services.
<p>5) Improve the quality of the environment, promote a positive image for Hollywood and provide a safe environment through mechanisms such as:</p> <ul style="list-style-type: none"> <li>a) adopting land use standards;</li> <li>b) promoting architectural and urban design standards including: standards for height, building setback, continuity of street façade, building materials, and compatibility of new construction with existing structures and concealment of mechanical appurtenances;</li> <li>c) promoting landscape criteria and planting programs to ensure additional green space;</li> <li>d) encouraging maintenance of the built environment;</li> <li>e) promoting sign and billboard standards;</li> <li>f) coordinating the provision of high quality public improvements;</li> <li>g) promoting rehabilitation and restoration guidelines;</li> <li>h) integrate public safety concerns into planning efforts.</li> </ul>	The Proposed Project will be designed and developed with the guidance of City Planning Staff and the applicable plans. The Project will adopt land use standards, promote architectural and urban design standards, promote landscape criteria, encourage maintenance of the built environment, promote sign and billboard standards, coordinate the provision of high quality public improvements, and integrate public safety concerns into planning efforts. As a result, Project would improve the quality of the environment, promote a positive image for Hollywood, and provide a safe environment. Thus, the Project is consistent with this objective.
6) Support and promote Hollywood as the center of the entertainment industry and a tourist destination through the retention, development and expansion of all sectors of the entertainment industry and the preservation of landmarks related to the entertainment industry.	Although this objective pertains to the retention of sectors of the entertainment industry and preservation of landmarks related to the entertainment industry, the Proposed Project will add 275 hotel guestroom units to the Hollywood area, which is currently underserved by existing hotel uses. The Project would support and promote Hollywood as a tourist destination with the development of the hotel. Thus, the Project is consistent with this objective.
<p>7) Promote the development of Hollywood Boulevard within the Hollywood commercial core as a unique place which:</p> <ul style="list-style-type: none"> <li>a) reflects Hollywood's position as the entertainment center;</li> <li>b) provides facilities for tourists;</li> <li>c) contains active retail and entertainment uses at the street level;</li> <li>d) provides for residential uses;</li> <li>e) is pedestrian oriented;</li> <li>f) is a focus for the arts, particularly the performing arts; and</li> <li>g) recognizes and reinforces its history and architecture.</li> </ul>	This objective does not specifically pertain to the Proposed Project since it promotes the development of Hollywood Boulevard, which the Project Site is not located on. However, the Proposed Project involves the development of a 21-story mixed-use hotel and retail building. The hotel use will provide facilities for tourists while the retail use at the ground floor will provide shopping opportunities for tourists and residents. The Proposed Project is also pedestrian oriented as it is within walking distance (0.4 miles southwest) of the Hollywood / Vine Metro rail transit station. Thus, the Project is consistent with this objective.
8) Promote and encourage the retention and expansion of all segments of the arts community and the support facilities necessary to foster the arts and attract the arts through land use and development policies such as the creation of a theater district.	This objective does not specifically pertain to the Proposed Project since it encourages the retention and expansion of the arts community and supporting facilities. However, the 1,900 square feet of retail space may include retail uses that promote the arts community.
9) Provide housing choices and increase the supply and	This objective does not specifically pertain to the

improve the quality of housing for all income and age groups, especially for persons with low and moderate incomes; and to provide home ownership opportunities and other housing choices which meet the needs of the resident population.	Proposed Project because it calls for providing housing choices. The Proposed Project does not involve residential uses. The Proposed Project includes 1,900 square feet of ground floor retail uses and a 275-guestroom unit hotel. The Project will generate 156 net new employees. These employment opportunities would be provided to existing residents, which may improve the quality of housing employed residents can choose from.
10) Promote the development of sound residential neighborhoods through mechanisms such as land use, density and design standards, public improvements, property spaces and other support services necessary to enable residents to live and work in Hollywood.	This objective does not specifically pertain to the Proposed Project because it calls for providing housing choices. The Proposed Project does not involve residential uses. The Proposed Project includes 1,900 square feet of ground floor retail uses and a 275-guestroom unit hotel. The Project will generate 156 net new employees. These employment opportunities would be provided to existing residents, which will enable residents to live and work in Hollywood.
11) Recognize, promote and support the retention, restoration and appropriate reuse of existing buildings, groupings of buildings and other physical features especially those having significant historic and/or architectural value and ensure that new development is sensitive to these features through land use and development criteria.	This objective does not specifically pertain to the Proposed Project since it promotes the retention, restoration, and appropriate reuse of significant buildings. The Project Site is currently used as a fast food restaurant and a surface parking lot. The fast food restaurant building was constructed in 1987 and is not considered a significant structure. The Proposed Project involves new development of a 21-story mixed-use hotel and retail building. The Project would be designed to compliment the surrounding area, including the Cinerama Dome, which is listed in the City of Los Angeles Department of City Planning's Office of Historic Resources Survey LA Historic Resource List and located adjacent to the Project Site.
12) Support and encourage a circulation system which will improve the quality of life in Hollywood, including pedestrian, automobile, parking and mass transit systems with an emphasis on serving existing facilities and meeting future needs.	The Proposed Project would not impact the existing circulation system. The Project Site is 0.4 miles southwest of the Hollywood / Vine Metro rail transit station, which would encourage visitors of the retail use and guests of the hotel use to use public transportation services. Thus, the Proposed Project supports this objective.
13) Promote and encourage development of health, education, child and youth care, and senior citizen facilities and programs to enable the development of a community with a variety of lifestyles.	This objective does not specifically pertain to the Proposed Project since it supports and encourages the development of social services. Although the Project does not directly propose any public or social services and facilities, the Project is proposing the development of 1,900 square feet of ground-floor retail. The proposed retail could provide services that enable the development of a community with a variety of lifestyles.
14) Promote and encourage development of recreational and cultural facilities and open spaces necessary to support attractive residential neighborhoods and commercial centers.	The Proposed Project will include 1,900 square feet of retail space on the ground floor, which may include public facilities. The Proposed Project will provide 5,650 square feet of common open space on Level 2 (Open Level 2 Roof Terrace), 1,750 square feet of private open space on Level 3, and 2,500 square feet of common open space on Level 21. Amenities proposed within the hotel common open space areas include a garden located on

	Level 2. A swimming pool as well as lockers/restrooms and a fitness center would be located on the roof terrace of Level 21. Proposed Project's open space will encourage open space necessary to support attractive commercial centers in Hollywood. Thus, the Proposed Project supports this objective.
15) Promote the development of the varied ethnic communities in Hollywood.	Although the Proposed Project does not directly promote the development of the varied ethnic communities in Hollywood, the Project is proposing the development of 1,900 square feet of ground-floor retail. The proposed retail could provide services that enable the development of varied ethnic communities in Hollywood.
16) To the maximum extent feasible, seek to build replacement housing within the Project Area prior to the destruction or removal of dwelling units which house low and moderate income people. The Agency shall make a good faith effort to relocate displacees within the Project Area unless they choose to relocate elsewhere. Project displacees shall be provided a priority for occupancy in housing which the Agency has facilitated.	The Project Site is currently used as a fast food restaurant and a surface parking lot. The Proposed Project does not involve the destruction or removal of dwelling units or relocation of low and moderate-income people. Thus, the Proposed Project supports this objective.
<p><i>Notes:</i></p> <p>1. "Plan" used within this table means the Hollywood Redevelopment Plan.</p> <p>Source: City of Los Angeles, Hollywood Redevelopment Plan (Ordinance No. 175236), July 12, 2003; and Parker Environmental Consultants, February 2016.</p>	

The Project will revitalize an underutilized lot that currently consists of a fast food restaurant and surface parking lot with the development of a 21-story mixed-use building with ground-floor commercial space and hotel guestroom units. The Project will provide ground-floor retail space. The Project's land uses are consistent with the surrounding neighborhood that is highly characterized by mixed-use buildings. Additionally, with the approval of the Zone Change to amend the 'D' development limitation, the Project would be consistent with the Redevelopment Plan and the LAMC. As such, the Project is compatible and appropriate for the commercial land uses located in the vicinity of the Project Site. Further, the Project will provide 5,650 square feet of common open space on Level 2 (Open Level 2 Roof Terrace), 1,780 square feet of private open space on Level 3, and 2,500 square feet of common open space on Level 21. Additional hotel amenities include a garden located on roof terrace on Level 2 (Open Level 2 Roof Terrace) and swimming pool, fitness center, and locker rooms/restrooms on the roof terrace of Level 21. Proposed Project's open space will be attractively landscaped. The Project will include amenities, which are appropriate to the size and type of land uses proposed. The Redevelopment Plan refers to the Community Redevelopment Agency of the City of Los Angeles, California for guidance in building design. The Proposed Project would include a variable 0-to-4 foot at the south, east, and west property lines and have a 1 foot, 6 inches at the north property line. These setbacks will be compatible with surrounding buildings, which are zoned for commercial use and generally occupy entire parcels with little to no setbacks. The Project meets the design and location criteria required by the Community Redevelopment Agency and applicable guiding documents. Therefore, the Project is consistent with the Redevelopment Plan's criteria for mixed-use development and overall objectives (discussed in Table III-10).

### ***Citywide Design Guidelines***

The City of Los Angeles' City Planning Commission adopted the Citywide Design Guidelines on June 9, 2011. The Citywide Design Guidelines are divided into three documents for three types of projects: Residential Citywide Design Guidelines, Multi-Family Residential & Commercial Mixed-Use Projects; Commercial Citywide Design Guidelines, Pedestrian Oriented/Commercial & Mixed-Use Projects; and Industrial Citywide Design Guidelines, Heavy Industrial, Limited and Light Industrial, Hybrid Industrial & Commercial Manufacturing. The Proposed Project is expected to comply with the Commercial Citywide Design Guidelines, Pedestrian Oriented/Commercial & Mixed-Use Projects (Commercial Citywide Design Guidelines). The Proposed Project incorporates articulation for the guest pedestrian access entry along Cahuenga Boulevard with colored and lit pylons and landscaping, guest pedestrian entry fronting Ivar Avenue, interior and exterior breakfast dining areas, and a patio area for the ground floor retail space. The Proposed Project also includes decorative screening; glazing and mullion alternate with glass panels; colored, illuminated panels along the tower; green walls in the podium structure and roof deck; painted surface on the northern wall of the podium to match the podium screening; and short term bicycle parking spaces along Sunset Boulevard adjacent to the ground floor retail. These design features are in accordance with the Commercial Citywide Design Guidelines. Therefore, the Proposed Project complies with the Commercial Citywide Design Guidelines.

### ***Los Angeles State Enterprise Zone***

The Proposed Project is also located in the Los Angeles State Enterprise Zone or the ZI No. 2374 Enterprise Zone / Employment and Economic Incentive Program Area (EZ). EZs are specific geographic areas under the Enterprise Zone Act Program or Employment and Economic Incentive Act Program with the goal to "provide economic incentives to stimulate local investment and employment through tax and regulation relief and improvement of public services."<sup>46</sup> Under the Los Angeles State Enterprise Zone, two special provisions are applicable to plan check: Parking Standards and Height. Parking Standards, described in Section 12.21A4(x)(3) of the LAMC, states projects within EZs may utilize a lower parking ratio (two parking spaces for every one thousand square feet of combined gross floor area) for certain land uses, including retail and other related uses, in order to increase the buildable area of a parcel in older areas of the City where parcels are small. The height provision, outlined in Section 12.21.4 of the LAMC, allows special height districts in EZs through approval of a Zone Change. The Project Site is zoned C4-2D-SN. Height District No. 2 does not specify a building height limit and prohibits the total floor area from exceeding six times the buildable area of the lot. The 'D' development limitation in Ordinance 165,660 restricts the Project Site's floor area ratio (FAR) to 3:1. The Applicant is requesting a Vesting Zone Change to amend the 'D' development limitation and a Height District Change to allow a FAR of up to 6:1 for the Proposed Project. With the approval of the Vesting Zone Change, the Proposed Project would provide 135 parking spaces and would include 141,895 square feet of total buildable floor

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<sup>46</sup> City of Los Angeles, Community Development Department, ZI No. 2374 Enterprise Zone / Employment and Economic Incentive Program Area (EZ), website: <http://zimas.lacity.org/documents/zoneinfo/ZI2374.pdf>, accessed August 2015.



area. Thus, the Proposed Project is in compliance with the provisions in the Los Angeles State Enterprise Zone.

### ***Los Angeles Municipal Code***

The Proposed Project would not conflict with the goals, objectives, and allowable land uses in the Hollywood Community Plan and the LAMC. The zoning designation is C4-2D-SN, which allows for hotel and commercial retail land uses. Both hotel and retail uses are permitted on lots zoned for C4 uses that are located within the Hollywood CPA and the Hollywood Redevelopment Project Area. Per the LAMC (LAMC Section 12.14), no yard requirements apply for lots in the C4 Zone. The Proposed Project would include a variable 0-to-4 foot setback at the south, east, and west property lines and have a 1 foot, 6 inches at the north property line. These setbacks will be compatible with surrounding buildings, which are zoned for commercial use and generally occupy entire parcels with little to no setbacks. Therefore, the Proposed Project would conform to the allowable land uses pursuant to the LAMC.

### ***Floor Area***

The Project Site is zoned C4-2D-SN with the land use designation of Regional Center Commercial. The corresponding zones for Regional Center Commercial are the C2, C4, P, PB, RAS3, and RAS4. Height District No. 2 does not specify a building height limit and allows a total floor area up to six times the buildable area of the lot. The 'D' development limitation in Ordinance 165,660, however, restricts the Project Site's floor area ratio (FAR) to 3:1. The 3:1 FAR may be exceeded provided that the project conforms to the Hollywood Redevelopment Plan and the Transportation Program and a project complies with a Disposition and Development Agreement or Owner Participation Agreement (OPA) and the project is approved by the City Planning Commission (CPC) or the City Council.<sup>47</sup> Per the Redevelopment Plan, the Project Site's General Plan land use designation of Regional Center Commercial permits an FAR up to 4.5 times the buildable area of the site. However, the Hollywood Community Plan states, "Proposed development in excess of 4.5:1 FAR up to 6:1 FAR may be permitted provided that certain objectives set forth in the Redevelopment Plan subsection 506.2.3 are met."<sup>48</sup> As such, per the Redevelopment Plan, a maximum of 6:1 FAR is possible through CPC approval. The Proposed Project includes 141,895 of buildable square footage of floor area. As a result, the Applicant is requesting a Vesting Zone Change and Height District Change to amend the 'D' development limitation to allow a FAR of up to 6:1 for the Proposed Project.<sup>49</sup> Thus, with the approval of the Vesting Zone Change and Height District Change to amend the 'D' development limitation by the CPC, the Proposed Project would comply with the Redevelopment Plan with respect to FAR.

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<sup>47</sup> City of Los Angeles, Ordinance No. 165,660, website: [http://clkrep.lacity.org/onlinedocs/1986/86-0695-s1\\_ord\\_165660.pdf](http://clkrep.lacity.org/onlinedocs/1986/86-0695-s1_ord_165660.pdf), accessed August 2015.

<sup>48</sup> City of Los Angeles Department of City Planning, *Hollywood Community Plan* (pg. HO-6).

<sup>49</sup> Under the Height District Change to amend the 'D' development limitation to allow up to 6:1 FAR, the Proposed Project would be expected to comply with the Hollywood Redevelopment Plan and the Applicant expects to enter into an Owner Participation Agreement (OPA).

The Project proposes the development of a 21-story mixed-use hotel and retail building with a maximum of 275 guestroom units with kitchenettes, 4 subterranean parking levels, and up to 1,900 square feet of retail use on the ground floor. The Project Site is zoned C4-2D-SN with a land use designation of Regional Center Commercial. The C4 designation indicates that the Project Site has no guidelines for height, yards, minimum area per unit, and minimum lot width for commercial uses. Further, the Project Site is located within the Adaptive Reuse Incentive Area, which does not limit the number of guestrooms permitted in an adaptive reuse project, as long as no new floor area is added and the project is compliant with the minimum unit size standards.<sup>50</sup> The 2D designation indicates that the Project Site is located in Height District 2, which, according to LAMC Section 12.21.1.A, does not specify a maximum height and allows a total floor area up to six times the buildable area of the lot. The 'D' development limitation in Ordinance 165,660, however, restricts the Project Site's floor area ratio (FAR) to 3:1. As a result, the Applicant is requesting a Vesting Zone Change and Height District Change to amend the 'D' development limitation to allow a FAR of up to 6:1 for the Proposed Project.

### *Density*

Per the Adaptive Reuse Incentive Area, the maximum number of guestrooms permitted shall not be limited as long as no new floor area is added and the project is compliant with the minimum unit size standards.<sup>51</sup> The Project Site will be developed with up to 275 guestrooms with kitchenettes (142 guest suites, 132 guestrooms, and 1 two-bedroom suite) and 1,900 square feet of retail space, which is consistent with the Redevelopment Plan and the LAMC. Thus, the Proposed Project is consistent with this requirement.

### *Open Space*

As shown in Table II-3 in Section II, Project Description, the Proposed Project will include 5,650 square feet of common open space on Level 2 (Open Level 2 Roof Terrace), 1,750 square feet of private open space on Level 3, and 2,500 square feet of common open space on Level 21. Amenities proposed within the hotel common open space areas include a garden located on Level 2. A swimming pool would be located on the roof terrace of Level 21. Proposed Project's open space will be attractively landscaped (See Figure II-13, Landscape Plan). Landscaping will be located along adjacent sidewalks and at roof terraces at Levels 2 and 21, and compatible with surrounding development. All adjacent sidewalks, which currently lack trees, will have regularly spaced, *Washingtonia robusta* Mexican Fan Palms. Ground cover, shrubs and small outdoor patios will be located adjacent to the proposed building and similar ground cover, shrubs, and similar trees will be located on Level 2 and 21. Green walls will also be implemented. Existing street trees adjacent to the property along Sunset Boulevard and Cahuenga Boulevard will remain in place or will be replaced in consultation with the City of Los Angeles Division of Urban Forestry and approved by the Board of Public Works. The Project will also provide trees and other attractive landscaping on the ground floor, the Level 2 roof terrace, and the Level 21 roof terrace. The

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<sup>50</sup> City of Los Angeles, *Adaptive Reuse Program, Second Edition, February 2006*.

<sup>51</sup> City of Los Angeles, *Adaptive Reuse Program, Second Edition, February 2006*.

landscaping and open space at the Proposed Project is similar to the landscaping and open spaces in the surrounding area. Thus, the Proposed Project's open space will compliment the surrounding land uses and area.

### *Parking*

Parking for the retail and hotel uses on-site will be provided in the four levels of subterranean parking. As summarized in Table II-4, in Section II, Project Description, the Proposed Project would be consistent with the applicable parking requirements of the Los Angeles State Enterprise Zone, which the Proposed Project is located in. Under the LAMC, the Proposed Project is required to provide (1) One parking space for each individual guest room or suite of rooms for the first 30; (2) One additional parking space for each two guest rooms or suites of rooms in excess of 30 but not exceeding 60; and (3) One additional parking space for each three guest rooms or suites of rooms in excess of 60 (LAMC Section 12.21 A 4 (b)).

For the commercial use of the Proposed Project, the LAMC requires the Proposed Project to provide at least four parking spaces for each 1,000 square feet of gross floor area (LAMC Section 12.21 A (c)(5)).

The Proposed Project is located in the Los Angeles State Enterprise Zone or the ZI No. 2374 Enterprise Zone / Employment and Economic Incentive Program Area (EZ). EZs are specific geographic areas under the Enterprise Zone Act Program or Employment and Economic Incentive Act Program with the goal to "provide economic incentives to stimulate local investment and employment through tax and regulation relief and improvement of public services."<sup>52</sup> Under the Los Angeles State Enterprise Zone, two special provisions are applicable to the plan check: Parking Standards and Height. Parking Standards, described in Section 12.21A4(x)(3) of the LAMC, states projects within EZs may utilize a lower parking ratio (two parking spaces for every one thousand square feet of combined gross floor area) for certain land uses, including retail and other related uses in order to increase the buildable area of a parcel in older areas of the City where parcels are small. As a result, the Proposed Project requires 121 hotel parking spaces and 4 retail parking spaces. The Proposed Project would provide 135 parking spaces (131 parking spaces for the hotel use and 4 retail parking spaces) for 141,895 total proposed buildable square footage, which complies with the Los Angeles State Enterprise Zone and the LAMC requirements.

According to the LAMC, the Proposed Project is required to also provide bicycle parking spaces, 1 per 20 rooms short term and 1 per 20 rooms long term for the hotel and 1 short term parking space for each 2,000 square feet of retail space and 1 long term parking space for each 2,000 square feet of retail space or a minimum of 2 short term and 2 long term parking spaces for the retail uses (LAMC Section 12.21 A.16 (a)(2)). Thus, the Proposed Project would provide 32 total bicycle parking spaces: 16 short term spaces required and 16 long term spaces required. Should the number of hotel guestroom units or retail space square footage change prior to construction, the amount of vehicle and bicycle parking would change accordingly, in order to satisfy the requirements of the Los Angeles State Enterprise Zone and the

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<sup>52</sup> *City of Los Angeles, Community Development Department, ZI No. 2374 Enterprise Zone / Employment and Economic Incentive Program Area (EZ), website: <http://zimas.lacity.org/documents/zoneinfo/ZI2374.pdf>, accessed August 2015.*

LAMC. Thus, the Project would be consistent with the Los Angeles State Enterprise Zone and the LAMC requirements for vehicle and bicycle parking.

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

**No Impact.** A project-related significant adverse impact could occur if the Project Site were located within an area governed by a habitat conservation plan or natural community conservation plan. As discussed in Section IV, Biological Resources, above, no such plans presently exist which govern any portion of the Project Site. Further, the Project Site is located in a highly urbanized area, and the Project Site is currently developed with a paved surface parking lot. Therefore, the Proposed Project would not have the potential to cause such effects.

**Cumulative Impacts**

**No Impact.** Development of any related project is expected to occur in accordance with adopted plans and regulations. It is also expected that most of the related projects would be compatible with the zoning and land use designations of each related project site and its existing surrounding uses. In addition, it is reasonable to assume that the related projects under consideration would implement and support local and regional planning goals and policies. Therefore, the Proposed Project's land use impacts would not be cumulatively considerable since the Proposed Project would not conflict with applicable local or regional plans. The Proposed Project's land use would not create any significant impacts.

**XI. MINERAL RESOURCES**

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

**No Impact.** A significant impact may occur if a project site is located in an area used or available for extraction of a regionally-important mineral resource, or if the project development would convert an existing or future regionally-important mineral extraction use to another use, or if the project development would affect access to a site used or potentially available for regionally-important mineral resource extraction. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering: (a) whether, or the degree to which, the project might result in the permanent loss of, or loss of access to, a mineral resource that is located in a State Mining and Geology Board Mineral Resource Zone MRZ-2 zone or other known or potential mineral resource area, and (b) whether the mineral resource is of regional or statewide significance, or is noted in the Conservation Element as being of local importance. The Project Site is not located within the Los Angeles Downtown Oil Field and Oil Drilling/Surface Mining Supplemental Use District, or an Oil Field/Drilling Area. The Project Site is currently developed with a fast food restaurant ("Jack in the Box") and a surface parking lot. The Project Site is not currently used for the extraction of mineral resources, and there is no evidence to suggest that the Site has been historically used for the extraction of mineral

resources.<sup>53</sup> Therefore, the development of the Proposed Project would not result in the loss of availability of a known mineral resource and no impact would occur.

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

**No Impact.** A significant impact may occur if the project site is located in an area used or available for extraction of a regionally-important mineral resource, or if the development would convert an existing or future regionally-important mineral extraction use to another use, or if the development would affect access to a site used or potentially available for regionally-important mineral resource extraction. The Project Site is not currently used for the extraction of mineral resources, and there is no evidence to suggest that the Project Site has historically been used for the extraction of mineral resources. Therefore, no impact to locally important mineral resources would occur.

## **XII. NOISE**

Sound is technically described in terms of amplitude (loudness) and frequency (pitch). The standard unit of sound amplitude measurement is the decibel (dB). The decibel scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Since the human ear is not equally sensitive to a given sound level at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) provides this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Noise, on the other hand, is typically defined as unwanted sound. A typical noise environment consists of a base of steady “background” noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These can vary from an occasional aircraft or train passing by to virtually continuous noise from, for example, traffic on a major highway.

Several rating scales have been developed to analyze the adverse effect of community noise on people. Since environmental noise fluctuates over time, these scales consider that the effect of noise upon people is largely dependent upon the total acoustical energy content of the noise, as well as the time of day when the noise occurs. Those that are applicable to this analysis are as follows:

- $L_{eq} - A_n L_{eq}$ , or equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the  $L_{eq}$  of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.

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<sup>53</sup> AEI Consultants, *Phase I Environmental Site Assessment Property Identification: 64097 – 6409 Sunset Boulevard Los Angeles (Hollywood), Los Angeles County, California 90028, September 2014.*



- $L_{\max}$  – The maximum instantaneous noise level experienced during a given period of time.
- $L_{\min}$  – The minimum instantaneous noise level experienced during a given period of time.
- CNEL – The Community Noise Equivalent Level is a 24-hour average  $L_{eq}$  with a 5 dBA “weighting” during the hours of 7:00 P.M. to 10:00 P.M. and a 10 dBA “weighting” added to noise during the hours of 10:00 P.M. to 7:00 A.M. to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24 hour  $L_{eq}$  would result in a measurement of 66.7 dBA CNEL.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day, night, or over a 24-hour period. For residential uses, environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60–70 dBA range, and high above 70 dBA. Noise levels greater than 85 dBA can cause temporary or permanent hearing loss. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet suburban residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate level noise environments are urban residential or semi-commercial areas (typically 55–60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with more noisy urban residential or residential-commercial areas (60–75 dBA) or dense urban or industrial areas (65–80 dBA).

It is widely accepted that in the community noise environment the average healthy ear can barely perceive CNEL noise level changes of 3 dBA. CNEL changes from 3 to 5 dBA may be noticed by some individuals who are extremely sensitive to changes in noise. A 5 dBA CNEL increase is readily noticeable, while the human ear perceives a 10 dBA CNEL increase as a doubling of sound.

Noise levels from a particular source generally decline as distance to the receptor increases. Other factors, such as the weather and reflecting or barriers, also help intensify or reduce the noise level at any given location. A commonly used rule of thumb for roadway noise is that for every doubling of distance from the source, the noise level is reduced by about 3 dBA at acoustically “hard” locations (i.e., the area between the noise source and the receptor is nearly complete asphalt, concrete, hard-packed soil, or other solid materials) and 4.5 dBA at acoustically “soft” locations (i.e., the area between the source and receptor is normal earth or has vegetation, including grass). Noise from stationary or point sources is reduced by about 6 to 7.5 dBA for every doubling of distance at acoustically hard and soft locations, respectively. In addition, noise levels are also generally reduced by 1 dBA for each 1,000 feet of distance due to air absorption. Noise levels may also be reduced by intervening structures – generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. The normal noise attenuation within residential

structures with open windows is about 17 dBA, while the noise attenuation with closed windows is about 25 dBA.<sup>54</sup>

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

**Potentially Significant Unless Mitigation Incorporated.** A significant impact may occur if the Proposed Project would generate excess noise that would cause the ambient noise environment at the Project Site to exceed noise level standards set forth in the City of Los Angeles General Plan Noise Element (Noise Element) and the City of Los Angeles Noise Ordinance (Noise Ordinance). Implementation of the Proposed Project would result in an increase in ambient noise levels during both construction and operation, as discussed in further detail below.

***Construction Noise***

Construction-related noise impacts upon adjacent land uses would be significant if, as indicated in LAMC Section 112.05, noise from construction equipment within 500 feet of a residential zone exceeds 75 dBA at a distance of 50 feet from the noise source. However, the above noise limitation does not apply where compliance is technically infeasible. Technically infeasible means that the above noise limitation cannot be complied with despite the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques during the operation of the equipment. Additionally, as defined in the *L.A. CEQA Thresholds Guide* threshold for construction noise impacts, a significant impact would occur if construction activities lasting more than one day would increase the ambient noise levels by 10 dBA or more at any off-site noise-sensitive location. Furthermore, the *L.A. CEQA Thresholds Guide* also states that construction activities lasting more than ten days in a three-month period, which would increase ambient exterior noise levels by 5 dBA or more at a noise sensitive use, would also normally result in a significant impact.

Construction of the Proposed Project would require the use of heavy equipment for demolition/site clearing, grading and site preparation, the installation of utilities, paving, and building construction. During each construction phase there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of each activity.

The U.S. Environmental Protection Agency (EPA) has compiled data regarding the noise generating characteristics of specific types of construction equipment and typical construction activities. The data pertaining to the types of construction equipment and activities that would occur at the Project Site are presented in Table III-11, Typical Outdoor Construction Noise Levels, respectively, at a distance of 50 feet from the noise source (i.e., reference distance).

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<sup>54</sup> *National Cooperative Highway Research Program Report 117, Highway Noise: A Design Guide for Highway Engineers, 1971.*

The noise levels shown in Table III-11 represent composite noise levels associated with typical construction activities, which take into account both the number of pieces and spacing of heavy construction equipment that are typically used during each phase of construction. Construction noise during the heavier initial periods of construction could be expected to be 86 dBA  $L_{eq}$  when measured at a reference distance of 50 feet from the center of construction activity.<sup>55</sup> These noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 84 dBA  $L_{eq}$  measured at 50 feet from the noise source to the receptor would reduce to 78 dBA  $L_{eq}$  at 100 feet from the source to the receptor, and reduce by another 6 dBA  $L_{eq}$  to 72 dBA  $L_{eq}$  at 200 feet from the source to the receptor. Construction activities associated with the Proposed Project would be expected to generate similar noise levels to those shown in Table III-8, below during the approximate 22-month construction period.

**Table III-11**  
**Typical Outdoor Construction Noise Levels**

<b>Construction Phase</b>	<b>Noise Levels at 50 Feet with Mufflers (dBA <math>L_{eq}</math>)</b>	<b>Noise Levels at 60 Feet with Mufflers (dBA <math>L_{eq}</math>)</b>	<b>Noise Levels at 100 Feet with Mufflers (dBA <math>L_{eq}</math>)</b>	<b>Noise Levels at 200 Feet with Mufflers (dBA <math>L_{eq}</math>)</b>
Ground Clearing	82	80	76	70
Excavation, Grading	86	84	80	74
Foundations	77	75	71	65
Structural	83	81	77	71
Finishing	86	84	80	74
<i>Source: United States Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971.</i>				

Noise and vibration sensitive land uses identified within proximity to and with a direct line-of-sight of the Project Site were identified as follows:

- 1) 1518 N. Cahuenga Boulevard, Grandmaster Records, Ltd., (commercial recording studio), abutting the Project Site to the north;
- 2) 6360 Sunset Boulevard, Cinerama Dome (listed in the City of Los Angeles Department of City Planning's Office of Historic Resources Survey LA Historic Resource List<sup>56</sup>), located approximately 200 feet southeast of the Project Site.

<sup>55</sup> Although the peak noise levels generated by certain construction equipment may be greater than 86 dBA at a distance of 50 feet, the equivalent noise level would be approximately 86 dBA  $L_{eq}$  (i.e., the equipment does not operate at the peak noise level over the entire duration).

<sup>56</sup> City of Los Angeles, Department of City Planning, Office of Historic Resources, Los Angeles Historic Resources Survey, Survey LA, Cinerama Dome, website: <http://www.historicplacesla.org/reports/d5bac005-a494-4215-9556-38793b9e63da#report>, accessed August 2015.

- 3) 6363 Sunset Boulevard, Los Angeles Film School (commercial trade school with recording studios, labs, classrooms, etc), located 50 feet to the east, across N. Ivar Avenue.

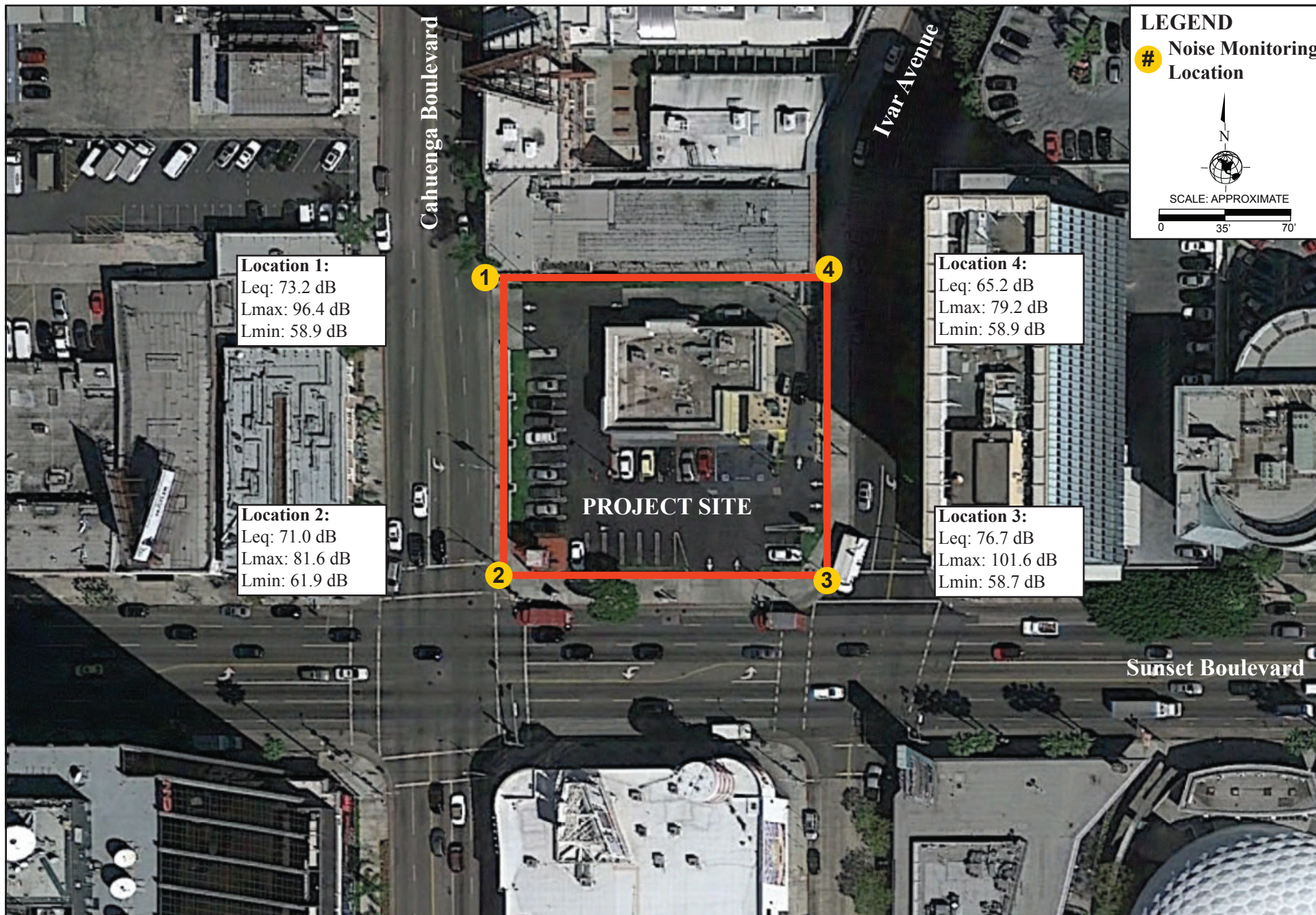
Photographs of these land uses are provided in Figure II-6, Photographs of the Surrounding Land Uses. To assess the existing ambient noise conditions in the immediate project area, ambient noise measurements were taken with a Larson Davis 824 sound level meter, which conforms to industry standards set forth in ANSI S1.4-1983 (R2001) - American National Standard Specification for Sound Level Meters. Figure III-17, Noise Monitoring and Sensitive Receptor Location Map, depicts the noise measurement locations. While the Sunset and Vine mixed-use project contains residential units as close as 300 feet of the Project Site (at Sunset and Morningside), these residential units are buffered by the Los Angeles Film School building, which blocks the line of site to the project and created an effective noise barrier isolating this receptor from the Project Site. No other sensitive receptors were found in a 500-foot radius of the Project Site for noise and vibration related impacts. The detailed noise monitoring data are presented in Appendix F, Noise Monitoring Data, and are summarized below in Table III-12, Existing Ambient Daytime Noise Levels in Project Site Vicinity.

**Table III-12**  
**Existing Ambient Daytime Noise Levels in Project Site Vicinity**

No.	Location	Primary Noise Sources	Noise Level Statistics <sup>a</sup>		
			L <sub>eq</sub>	L <sub>min</sub>	L <sub>max</sub>
1	Mid-block on N. Cahuenga Boulevard between W. Sunset Boulevard and Selma Avenue, the northwest corner of the Project Site.	Traffic noise (cars and motorcycles) on N. Cahuenga Boulevard, pedestrian activity.	73.2	58.9	96.4
2	On the northeast corner of N. Cahuenga Boulevard and W. Sunset Boulevard.	Traffic noise (cars and buses) on N. Cahuenga Boulevard, pedestrian activity.	71.0	61.9	81.6
3	On the northwest corner of Ivar Avenue and W. Sunset Boulevard.	Traffic noise (cars, trucks, and motorcycles) on N. Cahuenga Boulevard, pedestrian activity.	76.7	58.7	101.6
4	Mid-block on Ivar Avenue between W. Sunset Boulevard and Selma Avenue, the northeast corner of the Project Site	Light traffic, pedestrian activity.	65.2	58.9	79.2
<sup>a</sup> Noise measurements were taken on July 2, 2015 at each location for a duration of 15 minutes. See Appendix F of this IS/MND for noise monitoring data sheets.					

As set forth in the *L.A. CEQA Thresholds Guide*, a significant construction noise impact would occur if construction activities lasting more than one day would increase the ambient noise levels by 10 dBA or more at any off-site noise-sensitive location. Construction activities lasting more than ten days in a three-month period, which would increase ambient exterior noise levels by 5 dBA or more at a noise sensitive use, would also normally result in a significant impact. Since construction activities associated with the proposed development at the Project Site would last for more than ten days in a three-month period, the Proposed Project would cause a significant noise impact during construction if the ambient exterior noise levels at the identified off-site and on-site sensitive receptors would be increased by 5 dBA or more. As





Source: Parker Environmental Consultants, July 2, 2015.



mentioned above, construction noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. In addition, construction noise would be attenuated by the building materials for each of the three receptors.

As shown in Table III-13, Estimated Construction Noise at Sensitive Receptors, the ambient exterior noise levels which would increase the ambient exterior noise levels by more than the 5 dBA threshold at receptors 1 and 2 (Grandmasters Studios and LA Film School), but not at receptor 3 (Cinerama Dome). Therefore, based on criteria established in the *L.A. CEQA Threshold Guide*, a substantial temporary or periodic increase in exterior ambient noise levels may occur at the identified off-site sensitive receptors. For all practical purposes, the sensitive receptors have been identified as construction noise levels could impact the function and use of the commercial businesses. Thus, in this regard the interior noise levels are more important than exterior noise levels, as none of these receptors have exterior uses that would be impacted by the Proposed Project. As such, Table III-13 above approximates the interior noise levels at each receptor. As shown the project's construction activities would have the potential to generate noise levels in excess of 5 dBA on the interior of the structures. The Project's construction noise levels would occur on a temporary and intermittent basis during the construction period of the Proposed Project.

**Table III-13**  
**Estimated Construction Noise at Nearest Sensitive Receptors**

<b>Receptor</b>	<b>Sensitive Land Use</b>	<b>Distance to Project Site (feet)</b>	<b>Ambient Noise Levels (dBA L<sub>eq</sub>)</b>	<b>Estimated Exterior Noise Levels at Receptor (dBA L<sub>eq</sub>)</b>	<b>Estimated Interior Noise Levels at Receptor (dBA L<sub>eq</sub>)</b>
1. Grandmaster Records Ltd.	Recording studios	1	73.2	120	70
2. LA Film School	Institutional, recording studios, classrooms.	50	76.7	86	76
3. Cinerama Dome	Historic property, commercial theater.	200	76.7	74	< 45
<p><i>See Figure III-1, Noise Measurement and Sensitive Receptor Location Map.</i></p> <p><i>Notes: "—" sound is estimated to be imperceptible from the sensitive receptor. It should be noted that the peak noise level increase at the nearby sensitive receptors during project construction represents the highest composite noise level that would be generated periodically during a worst-case construction activity and does not represent continuous noise levels occurring throughout the construction day or period.</i></p> <p><i>Source: Calculations based on Federal Transit Administration, Transit Noise and Vibration Impact Assessment, Final Report, May 2006.</i></p>					

Several noise reducing mitigation measures can be incorporated to reduce the Project's noise impacts during construction. As noted in mitigation measure N-1 through N-4, noise control efforts to limit the construction activities to permissible hours of construction, incorporate noise shielding devices and sound mufflers and operate machinery in a manner that reduces noise levels (i.e., not operating several pieces of equipment simultaneously if possible) would be effective in reducing noise impacts. Further, the Applicant is recommended to post notice on site to receive and respond to complaints and provide construction notices to adjacent business to advise of the anticipated construction activities so that the

businesses are provided advanced notice of potential noise impacts (see mitigation measures N-5 and N-6, respectively).

Further, the City of Los Angeles Building Regulations Ordinance No. 178048 requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice is required to be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public. Pursuant to LAMC Section 41.40, exterior demolition and construction activities that generate noise are prohibited between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, and between 6:00 P.M. and 8:00 A.M. on Saturday. Demolition and construction are prohibited on Sundays and all federal holidays. The construction activities associated with the Proposed Project would comply with these LAMC requirements. Mitigation Measure XII-20 would further restrict the permissible hours of construction to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday. In accordance with LAMC Section 112.05, construction noise levels are exempt from the 75 dBA noise threshold if all technically feasible noise attenuation measures are implemented. The Project Site is not within 500 feet of a residential zone. Therefore, the estimated construction-related noise levels associated with the Proposed Project would not exceed the numerical noise threshold of 75 dBA at 50 feet from the noise source within 500 feet of a residential zone as outlined in the City Noise Ordinance. Additionally, implementation of the following mitigation measures would further reduce the noise levels associated with construction of the Proposed Project on adjacent businesses to the maximum extent that is technically feasible. Thus, based on the provisions set forth in LAMC 112.05, implementation of Mitigation Measures N-1 through N-6 would ensure impacts associated with construction-related noise levels are mitigated to the maximum extent feasible and temporary construction-related noise impacts would be considered less than significant in accordance with City requirements and standards.

### **Mitigation Measures**

#### **Increased Noise Levels (Demolition, Grading, and Construction Activities)**

- N-1** Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- N-2** To the maximum extent practical, demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- N-3** The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
- N-4** An acoustical sound blanket shall be erected along the Project Site's northerly property line to absorb construction noise levels generated by earthmoving equipment and foundation construction.

- N-5** An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive noise levels. Any reasonable complaints shall be rectified within 24 hours of their receipt.
- N-6** The Applicant shall provide a courtesy notice of the project's construction related activities to adjacent business owners a minimum of two weeks prior to commencement of construction.

### ***Operational Noise***

#### *HVAC Equipment Noise*

Upon completion and operation of the Proposed Project, on-site operational noise would be generated by heating, ventilation, and air conditioning (HVAC) equipment installed on the new building. However, the noise levels generated by these equipment types are not anticipated to be substantially greater than those generated by the current HVAC equipment serving the existing buildings on the Project Site and in the Project vicinity. Furthermore the noise generating equipment would be shielded by acoustic barriers and would not positioned to block the line of sight between the source and sensitive receptors. In addition, the operation of this and any other on-site stationary sources of noise would be required to comply with the LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels.

#### *Open Space Noise*

The Proposed Project includes open spaces on Level 2 (Open Level 2 Roof Terrace) and Level 21 (rooftop deck), which would create the potential for increased noise levels from hotel guests using these open spaces. Specifically, the Proposed Project will provide 5,650 square feet of common open space on Level 2 (Open Level 2 Roof Terrace), 1,780 square feet of private open space on Level 3, and 2,500 square feet of common open space on Level 21. Amenities proposed within the hotel common open space areas include a garden located on Level 2 and swimming pool with a pool deck would be located on the roof terrace of Level 21. An increase in noise levels due to hotel guests visiting these open spaces would occur. The anticipated noise levels of people mingling and recreating on the terrace decks would not exceed the ambient noise levels generated at the pedestrian level fronting Sunset Boulevard, Ivar Avenue or Cahuenga Boulevard. Therefore, operational noise impacts related to exposure of persons to or generation of noise levels in excess of standards established in the City of Los Angeles General Plan Noise Element (Noise Element) and the City of Los Angeles Noise Ordinance (Noise Ordinance) would be less than significant.

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

**Potentially Significant Unless Mitigation Incorporated.**

***Construction***

Construction activities for the Proposed Project have the potential to generate low levels of groundborne vibration. The operation of construction equipment generates vibrations that propagate through the ground and diminishes in intensity with distance from the source. Vibration impacts can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage of buildings at the highest levels. The construction activities associated with the Proposed Project could have an adverse impact on both sensitive structures (i.e., building damage) and populations (i.e., annoyance). The City of Los Angeles has not adopted any thresholds associated with human annoyance for groundborne vibration impacts.

Based on the FTA and Caltrans criteria, construction impacts relative to groundborne vibration would be considered significant if the following were to occur:<sup>57</sup>

- Project construction activities would cause a PPV groundborne vibration level to exceed 0.5 inches per second at any building that is constructed with reinforced-concrete, steel, or timber;
- Project construction activities would cause a PPV groundborne vibration level to exceed 0.3 inches per second at any engineered concrete and masonry buildings;
- Project construction activities would cause a PPV groundborne vibration level to exceed 0.2 inches per second at any non-engineered timber and masonry buildings; or
- Project construction activities would cause a PPV ground-borne vibration level to exceed 0.12 inches per second at any historical building or building that is extremely susceptible to vibration damage.

In addition, the FTA's vibration impact thresholds for human annoyance include 80 VdB at residences and buildings where people normally sleep (e.g., nearby residences) and 83 VdB at institutional buildings, which includes schools and churches. No thresholds have been adopted or recommended for commercial and office uses.

Table III-14, Vibration Source Levels for Construction Equipment, identifies various PPV and RMS velocity (in VdB) levels for the types of construction equipment that would operate at the Project Site

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<sup>57</sup> Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, May 2006; and California Department of Transportation, *Transportation- and Construction –Induced Vibration Guidance Manual*, June 2004.

during construction. As shown in Table III-14, vibration velocities could range from 0.003 to 0.089 inch/sec PPV at 25 feet from the source activity, with corresponding vibration levels ranging from 58 VdB to 87 VdB at 25 feet from the source activity, depending on the type of construction equipment in use.

**Table III-14**  
**Vibration Source Levels for Construction Equipment**

Equipment	Approximate PPV (in/sec)					Approximate RMS (VdB)				
	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet
Large Bulldozer	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Caisson Drilling	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Loaded Trucks	0.076	0.027	0.020	0.015	0.010	86	77	75	72	68
Jackhammer	0.035	0.012	0.009	0.007	0.004	79	70	68	65	61
Small Bulldozer	0.003	0.001	0.0008	0.0006	0.0004	58	49	47	44	40

*Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, Final Report, 2006.*

With respect to construction vibration impacts upon existing off-site structures, the northerly adjacent Grandmasters Studios Ltd. Building is a non-historic building and, due to its age, is presumed to be constructed with non-reinforced masonry building materials. As shown in Table III-14 above, at distances of 25 feet from the Project Site, construction related vibration levels would have the potential to reach 0.089 PPV at 25 feet from the construction site. As shown in Table III-15, Project Vibration Impacts on Adjacent Structures, the Proposed Project's construction activities would not exceed the identified thresholds of significance for building damage from vibration. The Project's construction vibration levels would be further reduced and thus less than significant for structures located more than 50 feet to the west (across Cahuanga Boulevard) and over 50 feet to the east (across Iver Avenue). As such, impacts with respect to building damage upon off-site structures would be less than significant.

**Table III-15**  
**Project Vibration Impacts on Nearby Structures**

Adjacent Structure / Historic Resources	Distance to Construction	Maximum Vibration Level during Construction (in/sec)	Vibration Threshold (in/sec) <sup>a</sup>	Significant Impact?
1. Grandmaster Records Ltd.	< 25 ft	0.089	0.2	No

*Notes: in/sec = inches per second*  
*Source:*  
<sup>a</sup> California Department of Transportation, Transportation and Construction Vibration Guidance Manual, Chapter 7: Vibration Prediction and Screening Assessment for Construction Equipment, Table 19. September 2013.  
 It should be noted that the peak vibration levels at the nearby sensitive receptors during Project construction represents the highest composite vibration level that would be generated periodically during a worst-case construction activity and does not represent continuous vibration levels occurring through the construction day or period.

In terms of human annoyance resulting from vibration generated during construction, sensitive receptors previously identified in this section would be exposed to increased vibration levels on a temporary and



intermittent basis during the construction period. All noise generating construction activity will be restricted to the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday. Because any vibration level increases experienced in close proximity to the Project Site would occur during the acceptable time periods for construction activities, and would only occur on a temporary and intermittent basis during the construction period, impacts associated with groundborne vibration would be considered less than significant. Furthermore, consistent with LAMC Section 112.05, construction vibration levels would be considered exempt from the noise threshold if all technically feasible noise attenuation measures are implemented. Mitigation Measure N-1 through N-6 would reduce construction related vibration levels to the maximum extent feasible. As such, human annoyance impacts with respect to construction-generated vibration increases would be less than significant.

### ***Operation***

The Proposed Project is a mixed-use development and would not involve the use of stationary equipment that would result in high vibration levels, which are more typical for large commercial and industrial projects. Although groundborne vibration at the Project Site and immediate vicinity may result from heavy-duty vehicular travel (e.g., refuse trucks and transit buses) on the nearby local roadways, the proposed land uses at the Project Site would not result in the increased use of these heavy-duty vehicles on the public roadways. While refuse trucks would be used for the removal of solid waste at the Project Site, these trips would typically only occur once a week and would not be any different than those presently occurring in the vicinity of the Project Site. As such, vibration impacts associated with operation of the Proposed Project would be less than significant.

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

**Less Than Significant Impact.** A significant impact may occur if the Proposed Project were to result in a substantial permanent increase in ambient noise levels above existing ambient noise levels without the Proposed Project. As defined in the *L.A. CEQA Thresholds Guide* threshold for operational noise impacts, a project would normally have a significant impact on noise levels from Proposed Project operations if the Proposed Project causes the ambient noise level measured at the property line of affected uses that are shown in Table III-16, Community Noise Exposure (CNEL), to increase by 3 dBA in CNEL to or within the “normally unacceptable” or “clearly unacceptable” category, or any 5 dBA or greater noise increase. Thus, a significant impact would occur if noise levels associated with operation of the Proposed Project would increase the ambient noise levels by 3 dBA CNEL at homes where the resulting noise level would be at least 70 dBA CNEL. In addition, any long-term increase of 5 dBA CNEL or more is considered to cause a significant impact. Generally, in order to achieve a 3 dBA CNEL increase in ambient noise from traffic, the volume on any given roadway would need to double. In addition to analyzing potential impacts in terms of CNEL, the analysis also addresses increases in on-site noise sources per the provisions of the LAMC, which establishes a  $L_{eq}$  standard of 5 dBA over ambient conditions as constituting a LAMC violation.

**Table III-16**  
**Community Noise Exposure (CNEL)**

<b>Land Use</b>	<b>Normally Acceptable<sup>a</sup></b>	<b>Conditionally Acceptable<sup>b</sup></b>	<b>Normally Unacceptable<sup>c</sup></b>	<b>Clearly Unacceptable<sup>d</sup></b>
Single-family, Duplex, Mobile Homes	50 - 60	55 - 70	70 - 75	above 75
Multi-Family Homes	50 - 65	60 - 70	70 - 75	above 75
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 - 70	60 - 70	70 - 80	above 80
Transient Lodging – Motels, Hotels	50 - 65	60 - 70	70 - 80	above 75
Auditoriums, Concert Halls, Amphitheaters	---	50 - 70	---	above 70
Sports Arena, Outdoor Spectator Sports	---	50 - 75	---	above 75
Playgrounds, Neighborhood Parks	50 - 70	---	67 - 75	above 75
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 - 75	---	70 - 80	above 80
Office Buildings, Business and Professional Commercial	50 - 70	67 - 77	above 75	---
Industrial, Manufacturing, Utilities, Agriculture	50 - 75	70 - 80	above 75	---

<sup>a</sup> *Normally Acceptable:* Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

<sup>b</sup> *Conditionally Acceptable:* New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

<sup>c</sup> *Normally Unacceptable:* New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

<sup>d</sup> *Clearly Unacceptable:* New construction or development should generally not be undertaken.

*Source: Office of Planning and Research, State of California General Plan Guidelines, October 2003 (in coordination with the California Department of Health Services); City of Los Angeles, Noise Element of the General Plan, adopted February 1999.*

### **Traffic Noise**

In order for a new noise source to be audible, there would need to be a 3 dBA or greater noise increase to the ambient noise level. Locations in the project vicinity are expected to experience slight increases in ambient noise levels as a result of an increase in motor vehicle trips associated with the Proposed Project. For purposes of quantifying the Proposed Project's noise impacts resulting from mobile noise sources, the existing noise level from existing traffic volumes at the two of the six intersections (Cahuenga and Sunset Boulevard and Ivar Avenue and Sunset Boulevard) was calculated based on the Future (2018) With Project traffic conditions as reported in the Traffic Impact Study for the Proposed Project (see Appendix G). These two intersections were analyzed since they are the closest intersections to the Project Site and, due to distance, would be expected to represent the most conservative analysis for the Proposed Project's traffic noise impact. This methodology is based on the California Department of Transportation

(Caltrans), Technical Noise Supplement (Oct. 1998) formula for adding and subtracting equal sound pressure levels when the existing noise level is known. Based on the existing and future traffic volumes as reported in Appendix G, future roadway noise levels were then forecasted to determine if the Proposed Project's vehicular traffic would result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the Proposed Project. A substantial permanent increase would result if the Future With Project noise levels exceed the existing traffic noise levels by more than 3 dBA. As shown below in Table III-17, Project Roadway Noise Impacts, the two intersections analyzed would experience a noise level increase no greater than 1.19 dBA, which would be considered a less than significant impact (see Appendix F, Noise Monitoring Data, for detailed calculations). As the other four intersections in the Traffic Study are farther from the Project Site, the Proposed Project's trip generation at these intersections would be lower than the comparative contribution to existing traffic volumes at the two closest intersections. Accordingly, the noise level increase at the other four intersections would also be expected to result in a less than significant impact. Therefore, the Proposed Project's mobile source noise impacts would be less than significant.

**Table III-17**  
**Project Roadway Noise Impacts**

Intersection	Peak Hour	Existing Noise Level (dBA)	Future With Project Noise Level (dBA)	Project Impact (dBA)	Significant Impact? (Yes/No)
1.) N. Cahuenga Blvd and W. Sunset Blvd	AM	71	71.91	0.91	No
	PM	71	72.16	1.16	No
2.) Ivar Avenue and W. Sunset Blvd	AM	76.7	77.71	1.01	No
	PM	76.7	77.89	1.19	No
Source: Calculations based on the California Department of Transportation (Caltrans), Technical Noise Supplement (Oct. 1998) formula for adding and subtracting equal sound pressure levels. Traffic volumes are based on the Project Traffic Impact Report prepared by Linscott, Law and Greenspan, Engineers, December 2015 (see Appendix G).					

### **Operational Noise**

#### *Stationary Noise Sources*

New stationary sources of noise, such as mechanical HVAC equipment would be installed in the proposed guestroom units for the guests as well as in the proposed retail space at the Project Site. As discussed in Question XII (a) above, the design of this equipment would be required to comply with LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels. Thus, because the noise levels generated by the HVAC equipment serving the Proposed Project would not be allowed to exceed the ambient noise level by five decibels on the premises of the adjacent properties, a substantial permanent increase in noise levels would not occur at the nearby sensitive receptors. This impact would be less than significant.

### *Parking Noise*

Activities within the designated surface parking areas associated with the Proposed Project would have the potential to increase ambient noise levels in the area. Sources of noise within the surface parking areas would include engines accelerating, doors slamming, car alarms, and people talking. Noise levels within the parking areas would fluctuate with the amount of automobile and human activity. Noise levels would be highest in the early morning and evening when the largest number of people would enter and exit the Project Site. However, any parking noise that may be audible from outside of the parking areas would be substantially similar to the existing noise generated at the surface parking area on the Project Site. In addition, operational-related noise generated by motor driven vehicles within the Project Site is regulated under the LAMC. Specifically, with regard to motor driven vehicles, LAMC Section 114.02 prohibits the operation of any motor driven vehicles upon any property within the City such that the created noise would cause the noise level on the premises of any occupied residential property to exceed the ambient noise level by more than five decibels. As such, impacts with respect to the Proposed Project's surface parking areas would be less than significant.

### *Open Space Noise*

The Proposed Project includes open space on Level 2 (Open Level 2 Roof Terrace) and Level 21 (rooftop deck), which have the potential to increase ambient noise levels in the vicinity of the Project Site. However, as described in Section XII (a), above, noise attenuation and the distance between the Proposed Project and the identified offsite sensitive receptors would not increase the noise levels experienced at the identified offsite sensitive receptors by 5 dBA. Furthermore, noise generated by hotel guests utilizing the open spaces on Level 2 and Level 21 would be regulated by the LAMC. Specifically, LAMC Section 116.01 prohibits any person to willfully make or continue, or cause to be made or continued, any loud, unnecessary, and unusual noise which disturbs the peace or quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area. Thus, the Proposed Project would not cause the ambient noise level measured at the property line of affected uses to increase by 3 dBA in CNEL to or within the "normally unacceptable" or "clearly unacceptable" category, or any 5 dBA or greater noise increase. Therefore, impacts with respect to the Proposed Project's open space noise would be less than significant.

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

**Potentially Significant Unless Mitigation Incorporated.** A significant impact may occur if the Proposed Project were to result in a substantial temporary or periodic increase in ambient noise levels above existing ambient noise levels without the Proposed Project. As defined in the *L.A. CEQA Thresholds Guide* threshold for construction noise impacts, a significant impact would occur if construction activities lasting more than one day would increase the ambient noise levels by 10 dBA or more at any off-site noise-sensitive location. In addition, the *L.A. CEQA Thresholds Guide* also states that construction activities lasting more than ten days in a three-month period, which would increase

ambient exterior noise levels by 5 dBA or more at a noise sensitive use, would also normally result in a significant impact.

As discussed above in Section XII (a), impacts are expected to be less than significant for construction noise and vibration, and operational noise and vibration. Implementation of Mitigation Measures N-1 through N-6 would ensure the Proposed Project would not result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity, and these impacts would be less than significant.

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

**No Impact.** A significant impact may occur if the Proposed Project were located within an airport land use plan and would introduce substantial new sources of noise or substantially add to existing sources of noise within or in the vicinity of the Project Site. There are no airports within a two-mile radius of the Project Site, and the Project Site is not within any airport land use plan or airport hazard zone. The nearest airport is the Burbank Bob Hope Airport located approximately 8.5 miles north of the Project Site. At this distance, the Proposed Project would not expose people to excessive noise levels associated with airport uses. No impact would occur.

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

**No Impact.** This question would apply to a project only if it were in the vicinity of a private airstrip and would subject area residents and workers to a safety hazard. The Project Site is not located in the vicinity of a private airstrip. As no such facilities are located in the vicinity of the Project Site, no impact would occur.

### **Cumulative Impacts**

**Less Than Significant Impact.** Development of the Proposed Project in conjunction with the 69 related projects identified in Section II, Project Description, would result in an increase in construction-related and traffic-related noise as well as on-site stationary noise sources in the already urbanized area of Hollywood and the City of Los Angeles. The Project Applicant has no control over the timing or sequencing of the related projects that have been identified within the Proposed Project study area. Therefore, any quantitative analysis that assumes multiple, concurrent construction projects would be speculative. Construction-period noise for the Proposed Project and each related project (that has not yet been built) would be localized. In addition, each of the related projects would be required to comply with the City's noise ordinance, as well as mitigation measures that may be prescribed pursuant to CEQA provisions that require potentially significant impacts to be reduced to the extent feasible. With respect to cumulative traffic noise impacts, it should be noted that the Proposed Project's mobile source vehicular noise impacts are based on the predicted traffic volumes as presented in the Project Traffic Study. Thus, the future predicted noise levels include the traffic volumes from the Proposed Project and future traffic levels associated with ambient growth and the related projects. Based on the Proposed Project's



estimated trip generation, it is clear that the Project would not have the potential to double the traffic volumes on any roadway segment or study intersection in the vicinity of the Project Site. As such, the Proposed Project's noise volumes would not be cumulatively considerable. Thus, the cumulative impact associated with construction noise would be less than significant.

### **XIII. POPULATION AND HOUSING**

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

**Less Than Significant Impact.** A significant impact may occur if the proposed project would locate new development such as homes, businesses, or infrastructure, with the effect of substantially inducing growth in the proposed area that would otherwise not have occurred as rapidly or in as great a magnitude. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on population and housing growth shall be made considering: (a) the degree to which a project would cause growth (i.e., new housing or employment generators) or accelerate development in an undeveloped area that exceeds projected/planned levels for the year of project occupancy/buildout, and that would result in an adverse physical change in the environment; (b) whether the project would introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan or General Plan; and (c) the extent to which growth would occur without implementation of the project.

In April 2012, SCAG approved and adopted the "Regional Transportation Plan 2012 – 2035 Sustainable Communities Strategy – Towards a Sustainable Future" (2012 RTP). The 2012 RTP is a long-term comprehensive plan that provides a strategic vision for improving the quality of life of the region's residents by enhancing our transportation system through long-term initiatives. The 2012 RTP is intended to serve as an advisory document for local agencies in the SCAG region. The following vision statement and guiding principles are based on the region's adopted Compass Growth Vision Principles for Sustaining a Livable Region. These statements further articulate how the 2012 RTP can promote and sustain the region's mobility, economy, and sustainability.

#### *RTP Vision*

*For the past three decades, the Southern California Association of Governments (SCAG) has prepared Regional Transportation Plans (RTPs) with the primary goal of increasing mobility for the region's residents and visitors. While mobility is a vital component of the quality of life that this region deserves, it is by no means the only component. SCAG has placed a greater emphasis than ever before on sustainability and integrated planning in the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), whose vision encompasses three principles that collectively work as the key to our region's future: mobility, economy, and sustainability.<sup>58</sup>*

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<sup>58</sup> Southern California Association of Governments, *Regional Transportation Plan, 2012-2035*, website: <http://rtpscs.scag.ca.gov/Documents/2012/final/f2012RTPSCS.pdf>, accessed July 2015.

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*RTP Guiding Principles*

- *Mobility.* A successful transportation plan allows the residents of the region to access daily needs, including work, school, shopping and recreation, without undue burdens of cost, time, or physical danger.
- *Economy.* A successful RTP/SCS creates opportunities for business, investment, and employment in Southern California.
- *Sustainability.* A successful RTP/SCS allows future residents to enjoy a better quality of life than we do today, including the ability to lead a healthy life style and enjoy clean air and water and ample opportunities for recreation and physical activity.<sup>59</sup>

*SCAG's Compass Growth Vision Strategy*

SCAG's Compass Growth Vision, adopted in 2004 encourages better relationships between housing, transportation, and employment. The Growth Vision is driven by four key principles: (1) Mobility – Getting where we want to go, (2) Livability – Creating positive communities, (3) Prosperity – Long-term health for the region, and (4) Sustainability – Preserving natural surroundings. Additionally, the Compass Growth Vision incorporates a 2% Growth Strategy that will increase the region's mobility by:

- Putting new employment centers and new neighborhoods near major transit systems so that people can have transportation choices other than their cars.
- Designing safe, attractive transit centers and plazas that people enjoy using.
- Creating mini-communities around transit stations, with small businesses, urban housing and restaurants all within an easy walk.

On a policy level, the Proposed Project is consistent with the goals and strategies of the RTP and the Compass Growth Vision Strategy discussed above. With respect to regional growth forecasts, SCAG forecasts the City of Los Angeles will experience a population increase to 4.32 million persons by 2035. As shown in Table III-18, SCAG's 2012 RTP Growth Forecast for the City of Los Angeles, below, the forecast from 2008 through 2035 envisions growth of 171,600 additional jobs, yielding an approximate 9.9 percent growth rate.

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<sup>59</sup> Southern California Association of Governments, *Regional Transportation Plan, 2012-2035*, website: <http://rtpscs.scag.ca.gov/Documents/2012/final/f2012RTPSCS.pdf>, accessed July 2015.

**Table III-18**  
**SCAG's 2012 RTP Growth Forecast for the City of Los Angeles**

<b>Projection Year</b>	<b>Population</b>	<b>Households</b>	<b>Employment</b>
2008	3,770,500	1,309,900	1,735,200
2035	4,320,600	1,626,600	1,906,800
<i><b>Net Change from 2008 to 2035</b></i>			
No. of Population/Households/Employment	550,100	316,700	171,600
Percent Change	8.4%	24.2%	9.9%
<i>Source: Southern California Association of Government, 2012 Regional Transportation (RTP), Growth Forecast Appendix, adopted April 2012.</i>			

The Proposed Project includes the development of a 21-story mixed-use hotel and retail building with a maximum of 275 guestroom units with kitchenettes (142 guest suites, 132 guestrooms, and 1 two-bedroom suite) on 19 floors (Level 2 through Level 20), 4 subterranean parking levels, and up to 1,900 square feet of retail use on the ground floor with guest accessory uses and back of house spaces also occupying the ground floor. The Proposed Project does not involve the development of residential dwelling units. While the Proposed Project would generate visitors to the hotel, it is anticipated that the visitors would not stay at the hotel long term and become permanent residents. As such, the Proposed Project would not be expected to increase the number of permanent residents to Hollywood and the City of Los Angeles. However, the Proposed Project would cause employment growth. As shown in Table III-19, Proposed Project Employment Growth, the Proposed Project would create approximately 156 net employees to the Project Site.

The Hollywood Community Plan area recognizes that population, jobs, and housing could grow more quickly, or slowly, than anticipated depending on economic trends. Regional forecasts do not always reflect the adopted community plan land use capacity or buildout and is also an estimate based on specific assumptions about future density of development. The Hollywood Community Plan projected a 2010 population of approximately 219,000 persons, which is an increase of 38,000 over the 1980 population.<sup>60</sup> The Hollywood Community Plan does not project the number of households and number of employees. SCAG has forecasted that the total employment growth for the City of Los Angeles will increase by approximately 82,500 jobs between 2008 and 2020.<sup>61</sup> The additional employees generated by the Proposed Project would contribute approximately 0.19% of SCAG's employment growth forecast for the City of Los Angeles. Thus, the increase in employment as a result of the Proposed Project is within SCAG's employment growth forecast. Furthermore, additional employees generated by the Proposed Project would fall within SCAG's employment growth forecast for the City of Los Angeles. Moreover, the estimated number of new employees generated by the Proposed Project would not be anticipated to induce substantial indirect population growth in the Project area, as it is anticipated that the new employees would be located within the Project vicinity and would not relocate as a result of working at

<sup>60</sup> City of Los Angeles Department of City Planning, *Hollywood Community Plan, 1988, effective April 2, 2014.*

<sup>61</sup> Southern California Association of Government, *2012 Regional Transportation (RTP), Growth Forecast Appendix, adopted April 2012.*

the Project Site.

**Table III-19  
Proposed Project Employment Growth**

Use	Amount	Employment Generation Factor <sup>a,b</sup>	Number of Employees
<b>Existing Uses</b>			
Fast-food Restaurant	3,973	0.00271	11
<b>Proposed Project</b>			
Retail/Restaurant (sq.ft.)	1,900	0.00271	5
Guest Accessory Uses and Back of House Spaces (Lobby/Common) (sq. ft.)	7,665	0.00153	12
Hotel (Levels 2 – 20 and Roof Terrace on Level 21) (sq.ft.)	132,330	0.00113	150
<b>Total:</b>			<b>167</b>
<i>Less Existing Employment:</i>			<i>11</i>
<b>NET TOTAL Employment:</b>			<b>156</b>
<sup>a</sup> The employee generation factor for retail and hotel uses is taken from the Los Angeles Unified School District, 2012 Developer Fee Justification Study, February 9, 2012.			
<sup>b</sup> A separate rate is not provided for restaurants. Therefore, the employee generation factor for commercial uses was used. Source: Parker Environmental Consultants, 2015.			

The Project is consistent with the City's goals of promoting economic well being and public convenience through allocating and distributing commercial lands for retail, service, and office facilities in quantities and patterns based on accepted planning principles and standards.<sup>62</sup> Additionally, as discussed above, the Project addition of a mixed-use hotel and retail building and 156 net employees is consistent with SCAG's growth projections, specifically the employment growth forecast, for the City of Los Angeles. Therefore, impacts related to housing would be less than significant.

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

**No Impact.** A significant impact may occur if the Proposed Project would result in the displacement of existing housing units, necessitating the construction of replacement housing elsewhere. The Proposed Project would consist of the development of a mixed-use hotel and retail building on a site that is currently occupied by a fast food restaurant ("Jack in the Box") and a surface parking lot. As such, the Project would not displace any existing housing. The proposed mixed-use hotel and retail building are consistent with the allowable uses as permitted by the zoning and General Plan land use designations. Therefore, no impact would occur.

<sup>62</sup> City of Los Angeles Department of City Planning, Hollywood Community Plan, 1988, effective April 2, 2014.

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

**No Impact.** The Proposed Project would consist of the development of a mixed-use hotel and retail building on a site that is currently occupied by a fast food restaurant (“Jack in the Box”) and a surface parking lot. No displacement of existing housing would occur with the development of the Proposed Project. Therefore, no impact would occur.

**Cumulative Impacts**

**Less Than Significant Impact.** The related projects would introduce additional hotel and commercial related uses to the City of Los Angeles. Any residential related projects would result in direct population growth in the City of Los Angeles. As discussed in Question XIII (a), the Proposed Project would not exceed the growth projections of SCAG’s RTP for the City of Los Angeles subregion. The potential impact associated with the Proposed Project would be less than significant and, therefore, not cumulatively considerable. Furthermore, the Proposed Project is the type of project encouraged by SCAG and City policies, as the Proposed Project would promote economic well being, public convenience, and add to the hotel demand for guests visiting Hollywood. Because the Proposed Project would not displace any residents, would not increase population growth, and would result in employment growth that has already been anticipated per SCAG projections, the Proposed Project’s population growth would not be cumulatively considerable. Therefore, the Proposed Project’s cumulative impacts to population and housing would be less than significant.

**XIV. PUBLIC SERVICES**

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

**(i) Fire protection?**

**Less Than Significant Impact.**

***Construction***

Construction of the Proposed Project would increase the potential for accidental on-site fires from the operation of construction equipment and the use of flammable construction materials. The implementation of best management practices (BMPs) for the operation of mechanical equipment and the use of flammable construction materials by construction contractors and work crews would minimize fire hazards associated with the construction of the Proposed Project. The BMPs that would be implemented during construction of the Project would include: keeping mechanical equipment in good operating



condition, and as required by law, carefully storing flammable materials in appropriate containers, and the immediate and complete cleanup of spills of flammable materials when they occur.

Construction activities also have the potential to affect fire protection services, such as emergency vehicle response times, by adding construction traffic to the street network and potentially requiring partial lane closures during street improvements and utility installations. Thus, construction could have the potential to adversely affect fire access. However, these impacts are considered to be less than significant because emergency access would be maintained to the Project Site during construction through marked emergency access points approved by the LAFD, construction impacts are temporary in nature and do not cause lasting effects, and no complete lane closures are anticipated. Additionally, if any partial street closures are required, flagmen would be used to facilitate the traffic flow until construction is complete.

### ***Operation***

Based on the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on fire protection if it requires the addition of a new fire station or the expansion, consolidation or relocation of an existing facility to maintain service. Section 15382 of the CEQA guidelines defines “significant effect on the environment” as “a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant.” Thus, the addition of a new fire station or the expansion, consolidation or relocation of an existing facility to maintain service would only be considered significant if such activities result in a physical adverse impact upon the environment.

The City of Los Angeles Fire Department (LAFD) considers fire protection services for a project adequate if a project is within the maximum response distance for the land use proposed. Pursuant to Section 57.09.07A of the LAMC, the maximum response distance between High Density Industrial and Commercial (Principal Business Districts or Centers) land uses and a LAFD fire station that houses an engine or truck company is 1 mile. If the distance is exceeded, all structures located in the applicable residential or commercial area would be required to install automatic fire sprinkler systems. With such systems installed, fire protection would be considered adequate even if the project is located beyond the maximum response distance.

The Proposed Project would include up to 21 story mixed-use hotel and retail building with a maximum of 275 guestroom units with kitchenettes (142 guest suites, 132 guestrooms, and 1 two-bedroom suite) on 19 floors (Level 2 through Level 20), 4 subterranean parking levels, and up to 1,900 square feet of retail use on the ground floor with guest accessory uses and back of house spaces also occupying the ground floor and Level 2. Thus, as discussed in Section XIII. Population and Housing, the Proposed Project would generate approximately 156 net employees. The Proposed Project would increase the utilization of the Project Site, which is currently used as a fast food restaurant (“Jack in the Box”) and surface parking and would potentially increase the demand for LAFD services. The Project Site is served by LAFD

Station No. 27, located at 1327 North Cole Avenue, which is approximately 0.2 miles south of the Project Site. Based on the response distance criteria specified in LAMC 57.09.07A and the relatively short distance from Fire Station No. 27 to the Project Site, fire protection response would be considered adequate. Compliance with regulatory compliance measure RC-PS-1-10, below, would ensure impacts upon fire services are further reduced to less than significant levels.

**Regulatory Compliance Measure RC-PS-1 (Fire):** The recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling units or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

### **Cumulative Impacts**

**Less Than Significant Impact.** The Proposed Project, in combination with the 69 related projects, could increase the demand for fire protection services in the Project area. Specifically, there could be increased demands for additional LAFD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., property taxes, government funding, and developer fees) to which the Proposed Project and related projects would contribute. Similar to the Proposed Project, each of the related projects would be individually subject to LAFD review and would be required to comply with all applicable fire safety requirements of the LAFD in order to adequately mitigate fire protection impacts. Specifically, any related project that exceeded the applicable response distance standards described above would be required to install automatic fire sprinkler systems in order to mitigate the additional response distance. To the extent cumulative development causes the need for additional fire stations to be built throughout the City, the development of such stations would be on small infill lots within existing developed areas and would not likely cause a significant impact upon the environment. Nevertheless, the siting and development of any new fire stations would be subject to further CEQA review and evaluated on a case-by-case basis. However, as the LAFD does not currently have any plans for new fire stations to be developed in proximity to the Project Site, no impacts are currently anticipated to occur. On this basis, the Proposed Project would not make a cumulatively considerable impact to fire protection services, and, as such cumulative impacts on fire protection would be less than significant.

#### **(ii) Police Protection?**

**Less Than Significant Impact.** For the purpose of this Initial Study, a significant impact may occur if the City of Los Angeles Police Department (LAPD) could not adequately serve a project, necessitating a new or physically altered station. Section 15382 of the CEQA guidelines defines “significant effect on the environment” as “a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself

shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant.” Thus, the addition of a new police station or police substation, if warranted, would only be considered significant if the construction or operation of a new facility results in a physical adverse impact upon the environment. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on police protection shall be made considering the following factors: (a) the population increase resulting from the Proposed Project, based on the net increase of residential units or square footage of non-residential floor area; (b) the demand for police services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to LAPD services (facilities, equipment, and officers) and the project’s proportional contribution to the demand; and (c) whether the project includes security and/or design features that would reduce the demand for police services.

The Proposed Project would include up to 21 story mixed-use hotel and retail building with a maximum of 275 guestroom units with kitchenettes (142 guest suites, 132 guestrooms, and 1 two-bedroom suite) on 19 floors (Level 2 through Level 20), 4 subterranean parking levels, and up to 1,900 square feet of retail use on the ground floor with guest accessory uses and back of house spaces also occupying the ground floor. Thus, as discussed in Section XIII. Population and Housing, the Proposed Project would generate approximately 156 net employees. The Proposed Project would increase the utilization of the Project Site, which is currently used as a fast food restaurant and a surface parking and would potentially increase the demand for LAPD services. The Project Site is located in the LAPD’s West Bureau. The West Bureau is approximately 124 square miles with Forest Lawn Drive as its northern border, Normandie Boulevard as its eastern border, El Segundo Boulevard as its southern border, and the Pacific Ocean as its western border. The West Bureau serves the Hollywood, Wilshire, Pacific, and West Los Angeles communities and the West Traffic Division serves the neighborhoods of the Pacific Palisades, Westwood, Century City, Venice, Hancock Park, and the Miracle Mile.<sup>63</sup> The Project Site is served by the Hollywood Community Police Station located at 1358 N. Wilcox Avenue, which is approximately 0.3 miles southwest of the Project Site. Within the Hollywood Area, the Proposed Project is located within Reporting District (RD) 646.<sup>64</sup> Table III-20, Hollywood Community Police Station Crime Statistics, provides crime statistics for the Hollywood area in the City of Los Angeles.

Construction sites, if left unsecured, have the potential to attract trespassers and/or vandals that would potentially result in graffiti, excess trash, and potentially unsafe conditions for the public. Such occurrences would adversely affect the aesthetic character of the Project Site and surrounding area and

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<sup>63</sup> Los Angeles Police Department, “About West Bureau,” website: [http://www.lapdonline.org/west\\_bureau/content\\_basic\\_view/1869](http://www.lapdonline.org/west_bureau/content_basic_view/1869), accessed August 2015.

<sup>64</sup> Los Angeles Police Department, Hollywood Area, Police Station – 1358 N. Wilcox Ave., website: [http://assets.lapdonline.org/assets/pdf/Hollywood\\_RD\\_Mar14.pdf](http://assets.lapdonline.org/assets/pdf/Hollywood_RD_Mar14.pdf), accessed July 2015.

**Table III-20  
Hollywood Community Police Station Crime Statistics**

<b>Crimes</b>	<b>2015 (Year to Date)<sup>a</sup></b>	<b>2014 (Year to Date)</b>	<b>2013 (Year to Date)</b>
<i>Violent Crimes</i>			
Homicide	5	4	3
Rape	71	62	48
Robbery	203	202	201
Aggravated Assault	276	216	207
<b>Total Violent Crimes</b>	<b>555</b>	<b>484</b>	<b>459</b>
<i>Property Crimes</i>			
Burglary	243	272	191
Motor Vehicle Theft	283	183	217
BTFV	714	626	676
Personal / Other Theft	862	877	878
<b>Total Property Crimes</b>	<b>2102</b>	<b>1958</b>	<b>1962</b>
<b>Total Part 1 Crimes</b>	<b>2657</b>	<b>2442</b>	<b>2421</b>
Child / Spousal Abuse (Part I & II) <sup>b</sup>	240	264	242
Shots Fired	20	19	15
Shooting Victims	10	8	7
<i>Notes:</i> <sup>a</sup> Crime Statistics for week ending July 18, 2015. <sup>b</sup> Part II Child/Spousal Abuse Simple Assaults not included in Part I Aggravated Assaults above to comply with the FBI's Uniform Crime Reporting guidelines. Source: Los Angeles Police Department, COMPSTAT Unit, Hollywood Area Profile, July 20, 2015.			

could potentially cause public health and safety concerns. Implementation of Regulatory Compliance Measure RC-PS-2, below, would further reduce Project impacts to less than significant levels during the construction period.

Implementation of the Proposed Project would result in an increase of site visitors and employees to the Project Site, thereby generating a potential increase in the number of service calls from the Project Site. Responses to thefts, vehicle burglaries, vehicle damage, traffic-related incidents, and crimes against persons would be anticipated to escalate as a result of the increased on-site activity and increased traffic on adjacent streets and arterials. The Proposed Project would include adequate and strategically positioned functional and thematic lighting to enhance public safety. Visually obstructed and infrequently accessed “dead zones” would be limited and, where possible, security controlled to limit public access. The building and layout design of the Proposed Project would also include crime prevention features, such as nighttime security lighting and secure parking facilities. In addition, the continuous visible and non-visible presence of guests staying at the hotel at all times of the day would provide a sense of security during evening and early morning hours. As such, the Project guests would be able to monitor suspicious activity at the building entry points. These preventative and proactive security measures would decrease the amount of service calls to the LAPD. With adherence to the regulatory compliance measure identified

below, the Proposed Project's potential impact upon LAPD services would be further reduced to a less than significant level.

**Regulatory Compliance Measure RC-PS-2 (Police):** The plans shall incorporate the Design Guidelines (defined in the following sentence) relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the Project Site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1<sup>st</sup> Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.

### **Cumulative Impacts**

**Less Than Significant Impact.** The Proposed Project, in combination with the 69 related projects, would increase the demand for police protection services in the Project area. Specifically, there would be an increased demand for additional LAPD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., sales taxes, government funding, and developer fees), to which the Proposed Project and related projects would contribute. In addition, each of the related projects would be individually subject to LAPD review and would be required to comply with all applicable safety requirements of the LAPD and the City of Los Angeles in order to adequately address police protection service demands. Furthermore, each of the related projects would likely install and/or incorporate adequate crime prevention design features in consultation with the LAPD, as necessary, to further decrease the demand for police protection services. To the extent cumulative development causes the need for additional police stations to be built throughout the City, the development of such stations would be on small infill lots within existing developed areas and would not likely cause a significant impact upon the environment. Nevertheless, the siting and development of any new police stations would be subject to further CEQA review and evaluated on a case-by-case basis. However, as the LAPD does not currently have any plans for new police stations to be developed in proximity to the Project Site. No impacts are currently anticipated to occur. On this basis, the Proposed Project would not make a cumulatively considerable impact to police protection services, and cumulative impacts on police protection would be less than significant.

#### **(iii) Schools**

**Less Than Significant Impact.** A significant impact may occur if a project includes substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the Los Angeles Unified School District (LAUSD). The Project Site is located in LAUSD Broad District 4. The Project Site is currently served by the one elementary school, one middle school,



and one high school. Table III-21, Resident Schools Serving the Project Site, details the names, grades served, and location of each school.

**Table III-21**  
**Resident Schools Serving the Project Site**

Campus	School Name	Grades	Address
A	Selma Avenue Elementary	K-6	6611 Selma Avenue
B	Hubert Howe Bancroft Middle School	6-8	929 Las Palmas Avenue
C	Hollywood Senior High	9-12	1521 North Highland Avenue

*Source: Los Angeles Unified School District, Resident School Identifier, website: <http://rsi.lausd.net/ResidentSchoolIdentifier/>, accessed July 2015.*

As shown in Table III-22, Proposed Project Estimated Student Generation, the Proposed Project would generate at most 2 students. The Project Applicant will be required to pay all applicable developer fees to the LAUSD to offset the Proposed Project's demands upon local schools. Pursuant to Government Code Section 65995, the development fees authorized by SB 50 are deemed to be "full and complete school facilities mitigation." Thus, the Proposed Project's potential impact upon public school services will be mitigated to a less than significant level by the following regulatory compliance measure:

**Regulatory Compliance Measure RC-PS-3 (Payment of School Development Fee):** Prior to issuance of a building permit, the General Manager of the City of Los Angeles, Department of Building and Safety, or designee, shall ensure that the Applicant has paid all applicable school facility development fees in accordance with California Government Code Section 65995.

**Table III-22**  
**Proposed Project Estimated Student Generation**

Land Use	Size	Elementary School Students	Middle School Students	High School Students	Total Students
<b>Existing Project</b>					
Retail/Commercial <sup>a</sup>	3,973 sf	0.1	0	0	0.1
<b>Total Existing Students:</b>		<b>0.1</b>	<b>0</b>	<b>0</b>	<b>0.1</b>
<b>Proposed Project</b>					
Hotel (275 guestroom units with kitchenettes and Guest Accessory Uses and Back of House Spaces (Lobby/Common)) <sup>b</sup>	139,995 sf	1.1	0.5	0.5	2.1
Retail/Commercial	1,900 sf	0	0	0	0
<b>Total Estimated Students:</b>		<b>1.1</b>	<b>0.5</b>	<b>0.5</b>	<b>2.1</b>
<b>NET Student Generation:</b>		<b>1.0</b>	<b>0.5</b>	<b>0.5</b>	<b>2.0</b>

*Notes:*  
<sup>a</sup> *sf = square feet; du = dwelling units*  
<sup>a</sup> *Student generation rates are as follows for retail/commercial uses: .0149 elementary, .0069 middle and .0067 high school students per 1,000 square feet.*  
<sup>b</sup> *Student generation rates are as follows for hotel uses: .0076 elementary, .0035 middle and .0034 high school students per 1,000 square feet.*  
*Source: Los Angeles Unified School District, School Fee Justification Study, September 2002.*

Based on a review of the Schools identified in Table III-21, above, Selma Avenue Elementary is the nearest public school serving the Project Site. Selma Avenue Elementary School is located 0.4 miles (over 2,000 feet) to the northwest of the Project Site. Localized construction impacts associated with noise, dust and localized air quality emissions, and construction traffic/hauling activities generally occur within an area of 500 feet or less of the Project Site. The Proposed Project could utilize two potential haul routes to the Hollywood Freeway (US-101) to haul demolition debris and soil materials from the Site to the Bradley Landfill or the Manning Pit: (1) north bound on N. Cahuenga Boulevard, bordering the Project Site to the west, which is designated as an Avenue II (Modified) (for debris and materials being hauled to the Bradley Landfill); and (2) north bound on N. Cahuenga Boulevard, bordering the Project Site to the west, and east bound on Hollywood Boulevard, which is designated as an Avenue I (for debris and materials being hauled to the Manning Pit). Both potential haul routes would not pass by the aforementioned schools. The City will determine the final haul route to ensure the haul route would not utilize roadways fronting the three LAUSD schools serving the Project Site to access the nearest freeway. Therefore, due to the distance between the Project Site and the nearest school site, localized impacts to schools would be less than significant.

### **Cumulative Impacts**

**Less Than Significant Impact.** The Proposed Project, in combination with the 69 related projects is expected to result in a cumulative increase in the demand for school services. Development of the related projects would likely generate additional demands upon school services. These related projects would have the potential to generate students that would attend the same schools as the Proposed Project. As shown in Table III-23, Projected Cumulative Student Generation, the Proposed Project and related projects would cumulatively contribute approximately 1,620 elementary school students, 470 middle school students and 908 high school students, totaling approximately 2,998 students. This would create an increased cumulative demand on local school districts. However each of the new housing units would be responsible for paying mandatory school fees to mitigate the increased demand for school services. Cumulative impacts on schools would be less than significant.

#### **(iv) Parks?**

**Less Than Significant Impact.** A significant impact would occur if the recreation and park services available could not accommodate the projected population increase resulting from implementation of a project or if the proposed project resulted in the construction of new recreation and park facilities that create significant direct or indirect impacts to the environment. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on recreation and parks shall be made considering the following factors: (a) the net population increase resulting from the Proposed Project; (b) the demand for recreation and park services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to recreation and park services (renovation, expansion, or addition) and the project's proportional contribution to the demand; and (c) whether the project includes features that would reduce the demand for park services (e.g., on-site recreation facilities, land dedication, or direct financial support to the Department of Recreation and Parks).

**Table III-23**  
**Projected Cumulative Student Generation**

Land Use	Size	Elementary School Students	Middle School Students	High School Students	Total Students
Single-Family Attached <sup>a</sup>	121 du	6.4	1.8	3.7	14.7
Multi-Family Residences <sup>b</sup>	8,902 du	1,467.9	400.6	839.5	2,038.1
Office <sup>c</sup>	4,526,865 sf	105.5	48.9	47.1	186.2
Retail <sup>d</sup>	1,987,661 sf	29.6	13.7	13.3	48.2
Hotel <sup>e</sup>	1,049,950 sf	8.0	3.7	3.6	15.4
Industrial	58,370 sf	1.1	0.5	0.5	2.1
<b>Related Projects Total:</b>		<b>1,618.5</b>	<b>469.1</b>	<b>907.6</b>	<b>2,995.2</b>
Proposed Project Net Total <sup>f</sup> :		1.0	0.5	0.5	2.0
<b>Cumulative Total:</b>		<b>1,619.5</b>	<b>469.6</b>	<b>908.1</b>	<b>2,997.2</b>

*Notes:**sf = square feet; du = dwelling units*<sup>a</sup> *Student generation rates are as follows for single-family attached residential uses: .053 elementary, .0145 middle and .0303 high school students per unit.*<sup>b</sup> *Student generation rates are as follows for multi-family residential uses: .1649 elementary, .0450 middle and .0943 high school students per unit.*<sup>c</sup> *Student generation rates are as follows for office uses: .0233 elementary, .0108 middle and .0104 high school students per 1,000 square feet. Office uses include schools, tutoring centers, and child care centers.*<sup>d</sup> *Student generation rates are as follows for retail/commercial uses: .0149 elementary, .0069 middle and .0067 high school students per 1,000 square feet. Retail/commercial includes retail, fast-food restaurant, quality restaurant, bar, gym, museum, dance studio, supermarket, and theater.*<sup>e</sup> *Student generation rates are as follows for hotel uses: .0076 elementary, .0035 middle and .0034 high school students per 1,000 sf.*<sup>f</sup> *Refer to Table III-22 for Proposed Project Net Totals.*

*Source(s): For bullet points (a) and (b) above: Los Angeles Unified School District, School Facilities Needs Analysis for Los Angeles Unified School District, September 2012. For bullet points (c) through (e) above: Los Angeles Unified School District, School Fee Justification Study, September 2002. Theaters assumed to be 7 sf/seat. Classrooms assumed to be 20 sf/student. Hotel rooms assumed to be 575 sf / room. California Airport Land Use Planning Handbook (2002), Appendix C, Occupancy Levels – California Building Code.*

The Public Recreation Plan (PRP), a portion of the Service Systems Element of the City of Los Angeles General Plan, provides standards for the provision of recreational facilities throughout the City and includes Local Recreation Standards. The desired long-range standard for local parks is based on two acres per 1,000 persons for neighborhood parks and two acres per 1,000 persons for community parks or notes that these long-range standards may not be reached during the life of the plan, and, therefore, includes more attainable short- and intermediate-range standards of one (1) acre per 1,000 persons for four acres per 1,000 persons of combined neighborhood and community parks. However, the PRP also neighborhood parks and one (1) acre per 1,000 persons for community parks, or two (2) acres per 1,000 people of combined neighborhood and community parks. These standards are Citywide goals and are not intended to be requirements for individual development projects. The Public Recreation Element of the City's General Plan also recognizes that the achievement of such goals is not the responsibility of individual development projects and that such goals will be met by "seek[ing] federal, state and private funds to implement acquisition and development of parks and recreational facilities."

The Proposed Project is located within a highly urbanized area within the Hollywood Community Plan Area. As shown in Table III-24, there are approximately 4,514.54 acres of parkland and public recreation facilities within a 2-mile radius of the Project Site, including Griffith Park. These facilities range from 0.17 acres (Seily Rodriguez (Formerly Lexington Pocket Park)) to 4,210 acres (Griffith Park). It is reasonable to assume that the hotel guests and retail visitors of the Proposed Project would utilize recreation and park facilities in the surrounding area. The Project will also provide 5,650 square feet of common open space on the Level 2 and 2,500 square feet of common open space on Level 21. Amenities proposed include a pool with a pool deck, fitness center, and a garden. As discussed in Checklist Question XIII (a), it is estimated that the development of the Proposed Project would result in 156 net new employees. As the Proposed Project involves the development of a mixed-use hotel and retail building, no new residents are anticipated as a result of the Proposed Project. Therefore, Project impacts with respect to parks and recreational facilities would be less than significant.

### **Cumulative Impacts**

**Less Than Significant Impact.** Development of the Proposed Project, as a mixed-use hotel and retail building, would not result in an increase in permanent residents to the Project Site. Therefore, when considered in conjunction with the related projects, the Proposed Project and the related projects could not result in an increase in permanent residents residing in the greater Project area. Additionally, each of the residential related projects is required to comply with payment of Quimby (for townhome units) and Parks and Recreation Fee (for apartment units). Each residential related project would also be required to comply with the on-site open space requirements of the LAMC. Therefore, with payment of the applicable recreation fees on a project-by-project basis, the Proposed Project would not make a cumulatively considerable impact to parks and recreational facilities, and cumulative impacts would be less-than-significant.

#### **(v) Other Public Facilities?**

**Less Than Significant Impact.** A significant impact may occur if a project includes substantial employment or population growth that could generate a demand for other public facilities (such as libraries), which would exceed the capacity available to serve the Project Site. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on libraries shall be made considering the following factors: (a) the net population increase resulting from the Project; (b) the demand for library services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to library services (renovation, expansion, addition or relocation) and the project's proportional contribution to the demand; and (c) whether the project includes features that would reduce the demand for library services (e.g., on-site library facilities or direct financial support to the Los Angeles Public Library).

**Table III-24**  
**Recreation and Park Facilities within the Project Area**

<b>Park Name</b>	<b>Park Size (acres)</b>	<b>Park Amenities</b>	<b>Approx. Distance to Project Site (miles)</b>
1. Selma Park	0.22	Children's play area.	0.24
2. De Longpre Park	1.37	Children's play area, benches, Rudolph Valentino monument.	0.4
3. Hollywood Recreation Center and Hollywood Pool	3.01	Auditorium, basketball courts (lighted / outdoor), children's play area, community room (capacity of 12 people), pool.	0.5
4. Yucca Park and Yucca Community Center	0.97	Barbeque pits, basketball courts (lighted / outdoor), children's play area, handball courts (lighted), picnic tables, soccer field (lighted and unlighted), benches.	0.51
5. Las Palmas Senior Citizen Center	1.14	Auditorium, community room (capacity of 20 people), shuffle board court, stage.	0.58
6. Highland Camrose Park	2.1	Picnic areas.	0.8
7. Dorothy & Benjamin Smith Park	0.49	Benches.	0.89
8. Hollywood Bowl	59	Conference rooms, interpretive display –Bowl Walk, museum, museum lecture series, open rehearsals, picnic areas, summer concerts, summer sounds children's programs.	0.92
9. John Anson Ford Amphitheatre	32	Community performing arts center.	1.09
10. Runyon Canyon Park and Runyon Canyon Dog Park	131	Children's play area, hiking trail, off-leash dog area, tables, dog troughs within on-leash dog areas.	1.14
11. Seily Rodriguez (Formerly Lexington Pocket Park)	0.17	Children's play area, picnic tables, benches.	1.15
12. Griffith Park <sup>a</sup>	4,210	Picnic tables, hiking trails, golf, camping grounds, soccer field, tennis courts, equestrian center, zoo, observatory	1.35
13. Poinsettia Recreation Center	6.29	Baseball diamond (lighted), basketball courts (lighted / indoor / outdoor), children's play area, handball courts (lighted), indoor gym (without weights), tennis court (lighted).	1.42
14. Wattles Mansion and Wattles Gardens Park	47.6	Community garden, hiking trails, Japanese garden, mansion, stream / brook, tea house.	1.54
15. Lemon Grove Recreation Center	3.60	Auditorium, baseball diamond (lighted), basketball courts (lighted / outdoor), children's play area, picnic tables.	1.66
16. Burns Park	1.68	Children's play area, picnic tables.	1.71
17. Barnsdall Art Park Recreation Center, Barnsdall Art Park, and Barnsdall Historic Sites	13.9	Art center, gallery theatre, Hollyhock house, junior art center, municipal art gallery.	2.0
<b>Total Parkland (Approximate):</b>	<b>4,514.54</b>		

**Notes:**

<sup>a</sup> Approximately 224 acres of Griffith Park falls within the 2-mile radius of the Project Site.

Sources: Park distance from the Project Site and amenities were determined using: (1) City of Los Angeles, Department of City Planning, City of Los Angeles Zoning Information and Map Access System (ZIMAS), Parcel Profile Report, website: [www.zimas.lacity.org](http://www.zimas.lacity.org), accessed August 2015; (2) City of Los Angeles Department of Recreation and Parks, Facility Locator, <http://www.laparks.org/>, accessed July 2015; (3) County of Los Angeles, Parks Locator, Find Parks, Amenities, and Things To Do in Los Angeles County, website: <http://gis.lacounty.gov/wpsparklocator/>, accessed July 2015; and/or (4) Google Maps, Satellite View, 2015 (when necessary). Size of each park was determined using City of Los Angeles, Department of City Planning, City of Los Angeles Zoning Information and Map Access System (ZIMAS), Parcel Profile Report, website: [www.zimas.lacity.org](http://www.zimas.lacity.org), accessed August 2015.



Within the City of Los Angeles, the Los Angeles Public Library (LAPL) provides library services at the Central Library, seven regional branch libraries, 56 community branches and two bookmobile units, consisting of a total of five individual bookmobiles. Approximately 6.5 million books and other materials comprise the LAPL collection. The LAPL branches currently serving the Project Site include the Frances Howard Goldwyn – Hollywood Regional Library, located at 1623 N. Ivar Avenue, approximately 0.2 miles north of the Project Site; the Will & Ariel Durant Branch Library, located at 7140 W. Sunset Boulevard, approximately 0.9 miles west of the Project Site; and the John C. Fremont Branch Library, located at 6121 Melrose Avenue, approximately 1.3 miles south of the Project Site.<sup>65</sup> The Frances Howard Goldwyn – Hollywood Regional Library currently meets the library demands of the surrounding community and would be able to meet the Proposed Project's demand for library services. Therefore, the Proposed Project's impacts upon library services would be less than significant.

### Cumulative Impacts

**Less Than Significant Impact.** Development of the Proposed Project, as a mixed-use hotel and retail building, would not result in an increase in permanent residents to the Project Site. Therefore, the Proposed Project, when considered cumulatively with the related project, would not result in a cumulative increase in demands upon public library services. Development of the related projects is projected to generate additional housing and residents within the study area, which would likely generate additional demands upon library services. To meet the increased demands upon the City's Public Library system, Los Angeles voters passed a Library Bond Issue for \$178.3 million to improve, renovate, expand, and construct 32 branch libraries. Since the Program's inception in 1998, the Library Department and the Department of Public Works, Bureau of Engineering have made considerable progress in the design and construction of the branch library facilities. Thus, the Proposed Project would not make a cumulatively considerable impact upon the City's library system. Therefore, the cumulative impacts related to library facilities would be reduced to a less than significant level.

## XV. RECREATION

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

**Less Than Significant Impact.** For the purpose of this Initial Study, a significant impact may occur if the project would include substantial employment or population growth, which would 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. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on recreation and parks shall be made considering the following factors: (a) the net population increase resulting from the proposed

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<sup>65</sup> *City of Los Angeles Public Library, Locations & Hours, website: <http://www.lapl.org/branches>, accessed July 2015.*

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

It is reasonable to assume that the hotel guests and retail visitors of the Proposed Project would utilize recreation and park facilities in the surrounding area. As noted in Table III-24, above, there are 17 parks within the Project Area totaling more than 4,514.54 acres that are available to serve the hotel guests and retail visitors to the Project Site. The Proposed Project will provide 5,650 square feet of common open space on Level 2 (Open Level 2 Roof Terrace), 2,500 square feet of common open space on Level 21, and private open space balconies on Levels 3 through 16. Amenities proposed within the hotel common open space areas include a garden located on Level 2. A swimming pool and pool deck would be located on the roof terrace of Level 21. Common open space will be attractively landscaped. The availability of these on-site recreation amenities and opportunities would serve to reduce the demand for off-site park services, and accordingly the Proposed Project would not substantially 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. Accordingly, the Proposed Project's impact upon parks and recreational facilities would be less than significant.

**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.** A significant impact may occur if a project includes or requires the construction or expansion of park facilities and such construction would have a significant adverse effect on the environment. As noted above, there are 17 parks within the Project Area totaling more than 4,514.54 acres that are available to serve the hotel guests and retail visitors to the Project Site. The Proposed Project will provide 5,650 square feet of common open space on Level 2 (Open Level 2 Roof Terrace), 2,500 square feet of common open space on Level 21, and private open space balconies on Levels 3 through 16. Amenities proposed within the hotel common open space areas include a garden located on Level 2. A swimming pool and pool deck would be located on the roof terrace of Level 21. Common open space will be attractively landscaped. As discussed in Section XIV (iv) above, Citywide park standards are Citywide goals and are not intended to be requirements for individual development projects. The Public Recreation Element of the City's General Plan also recognizes that the achievement of such goals is not the responsibility of individual development projects and that such goals will be met by "seek[ing] federal, state and private funds to implement acquisition and development of parks and recreational facilities." The Proposed Project itself does not include the expansion of park facilities and does not require the construction or expansion of recreational facilities that might have an adverse impact on the environment. Therefore, a less than significant impact would occur.

## Cumulative Impacts

**Less Than Significant Impact.** Section 15355 of the State CEQA Guidelines defines cumulative impacts as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” Development of the Proposed Project, as a mixed-use hotel and retail building, would not result in an increase in permanent residents to the Project Site. As discussed above, the Proposed Project would have a less than significant impact on recreational resources. The Proposed Project in combination with the 69 related projects would not be expected to increase the cumulative demand for parks and recreational facilities in the City of Los Angeles. Additionally, the related projects that include residential units would be required to pay similar recreation taxes and/or applicable Quimby fees to mitigate impacts upon park and recreational facilities and to provide additional funds to meet Citywide park goals. Furthermore, each related project would be subject to the provisions of the LAMC for providing on-site open space, which is proportionately based on the amount of new development. Because the Proposed Project would have a less than significant incremental contribution to the potential cumulative impact on recreational resources, the Proposed Project would have a less than significant cumulative impact on such resources.

## XVI. TRANSPORTATION AND TRAFFIC

The following section summarizes and incorporates by reference the information provided in the *Draft Traffic Impact Study, Ivar Gardens Hotel Project, City of Los Angeles, California*, prepared by Linscott, Law & Greenspan, Engineers, dated December 23, 2015. The Traffic Study and related correspondence from the Los Angeles Department of Transportation (LADOT) dated January 6, 2016 (DOT Case No. 15-43958) are provided as Appendix G to this MND.

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

**Potentially Significant Impact Unless Mitigation Incorporated.** The Transportation Research Board Circular 212 Critical Movement Analysis (CMA) Planning Method was used to analyze traffic operating conditions at study intersections. CMA methodology compares the amount of traffic an intersection is able to process (capacity) to the level of traffic during peak hours (volume). The resulting volume-to-capacity ratio (v/c) is expressed in terms of level of service (LOS). LOS A represents free-flow activity and LOS F represents overcapacity operation. LOS is a qualitative assessment of the quantitative effects of such factors as traffic volume, roadway geometrics, speed, delay, and maneuverability on roadway and intersection operations.

The City of Los Angeles determines whether a transportation impact at a signalized intersection is significant according to a sliding scale. At an intersection with a final LOS C, a project impact would occur if the project contributes 0.040 or greater to the intersection v/c. At an intersection with a final LOS D, a project impact would occur if the project contributes 0.020 or greater to the intersection v/c. At an

intersection with a final LOS E or F, a project impact would occur if the project contributes 0.010 or greater to the intersection v/c. Refer to Table III-25, Definition of Significant Impact at Intersection, below.

**Table III-25**  
**Definition of Significant Impact at Intersection**

Level of Service	Volume-to-Capacity (V/C)	Project-related Increase in Volume-to-Capacity (V/C) Ratio
C	0.701–0.800	Equal to or greater than 0.04
D	0.801–0.900	Equal to or greater than 0.02
E, F	> 0.900	Equal to or greater than 0.01

### Operational Traffic

A total of six intersections were identified, in conjunction with LADOT staff, for inclusion in the traffic analysis. The analyzed locations are shown in Figure 1-1, Vicinity Map, of the Traffic Study (see Appendix G). None of these intersections are Los Angeles County Congestion Management Plan (CMP) monitoring locations. As required by the 2010 Congestion Management Program, a Traffic Impact Assessment (TIA) has been prepared to determine the potential impacts on a CMP monitoring location. The CMP TIA guidelines require that intersection monitoring locations must be examined if the project will add 50 or more trips during either the weekday AM or PM peak hours or that freeway monitoring locations must be examined if the project will add 150 or more trips (in either direction) during either the weekday AM or PM peak hours. The Proposed Project would not add 50 or more trips during either the weekday AM or PM peak hours at intersection monitoring locations. The Proposed Project would also not add 150 or more trips (in either direction) during either the weekday AM or PM peak hours. Therefore, no further review of potential impacts to intersection and freeway monitoring locations that are part of the CMP is required.

The intersections identified for analysis are as follows:

1. Wilcox Avenue and Sunset Boulevard
2. Cahuenga Boulevard and Hollywood Boulevard
3. Cahuenga Boulevard and Sunset Boulevard
4. Cahuenga Boulevard and De Longpre Avenue
5. Ivar Avenue and Sunset Boulevard
6. Vine Street and Sunset Boulevard

### Estimated Trip Generation

The Project Site is currently developed with a fast food restaurant (“Jack in the Box”) and a surface parking lot. As shown in Table III-26, the existing uses on site generate approximately 963 daily trip ends during a typical weekday (with a 50% pass-by trip adjustment based on LADOT’s policy on pass-by trips). The Proposed Project includes the development of up to 275 guestroom units with kitchenettes (142 guest suites, 132 guestrooms, and 1 two-bedroom suite) and approximately 1,900 square feet of ground floor commercial space. The daily and peak-hour trips for the project were generated using trip rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (Ninth edition, 2012). Based on LADOT traffic study guidelines and coordination with LADOT staff, a transit trip reduction factor of 10 percent was applied to the hotel land use component based on the project’s proximity to the Hollywood / Vine Metro rail transit station (located 0.4 miles northeast of the Project Site) and public bus transit routes in the area. Additionally, the pass-by trip adjustment (50%) was applied to the retail land use component based on LADOT’s policy on pass-by trips. Project trip generation is presented in Table III-26. As shown in Table III-26, the analysis estimates that the Project would generate 2,248 daily trip ends during a typical weekday. After deducting the existing trips from the proposed trips, the net traffic increase would be 1,285 daily trip ends during a typical weekday, approximately 643 inbound trips and 643 outbound trips.

**Table III-26**  
**Project Trip Generation Estimates**

Land Use (Land Use Code)	Size	Unit	Daily Trip Ends Volumes	AM Peak			PM Peak		
				In	Out	Total	In	Out	Total
Existing Site									
Existing Trip Generation									
Fast-food Restaurant (934)	3,882	sf	1,926	90	86	176	66	61	127
Existing Trip Reductions									
Pass-by Trips (50%)			-963	-45	-43	-88	-33	-31	-64
Existing Net Trip Generation			963	45	43	88	33	30	63
Proposed Project									
Proposed Project Trip Generation									
Hotel (310)	275	Guestroom unit	2,453	107	77	184	95	98	193
Retail (820)	1,900	sf	81	1	1	2	3	4	7
Total			2,534	108	78	186	98	102	200
Proposed Project Trip Reductions <sup>2</sup>									
Transit Credit (10%)			-245	-11	-8	-19	-10	10	-20
Pass-by Trips (50%)			-41	-1	-1	-2	-2	-2	-4
Total			-286	-12	-9	-21	-12	-12	-24
Proposed Net Trip Generation			2,248	96	69	165	86	90	176
Net Trip Generation Increase			1,285	51	26	77	53	60	113
sf = thousand square feet									
<sup>1</sup> Trip rates based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9 <sup>th</sup> Edition (2012).									
<sup>2</sup> Transit credit and pass-by trips based on City of Los Angeles Department of Transportation (LADOT) Traffic Study Policies and Procedures (2014).									
Source: Linscott, Law & Greenspan, Engineers, Draft Traffic Impact Study, Ivar Gardens Hotel Project, City of Los Angeles, California, December 23, 2015.									



### ***Existing Transit Options and Bicycle System***

Public bus and rail transit service within the vicinity of the Project Site is currently provided by Los Angeles County Metropolitan Transit Authority (Metro), LADOT DASH, and Los Angeles World Airports (LAX Flyaway). Transit options in the vicinity of the Project Site are illustrated in Figure 4-2 of the Traffic Study (see Appendix G). The Hollywood / Vine Metro rail transit station is a transit hub served by Metro Red Line. This station is located approximately three blocks or 0.4 miles from the Project Site.

Bicycle access to the Project Site is provided by the City of Los Angeles bicycle roadway network. The Project Site has a bike score of 77 out of 100 (Very Bikeable) on Walk Score, which determines the measure of how easy it is to live a car-lite lifestyle. Existing or proposed bicycle facilities (e.g. Class I Bicycle Path, Class II Bicycle Lanes, Class III Bicycle Routes, Proposed Bicycle Routes, Bicycle Friendly Street, etc.) in the City's 2010 Bicycle Plan are located within an approximate one-mile radius from the Project Site. The location of designated bikeways in close proximity to the Project Site and the Citywide Bikeway System in the surrounding area is illustrated in the Traffic Study (see Appendix G). It is noted that the Project Site is situated fairly flat area of Hollywood in the City of Los Angeles. Bicycling is a transportation mode can be accommodated especially when used in combination with transit opportunities in the Project Site area.

Use of bicycles as a transportation mode to and from the project site should be encouraged by the provision of ample and safe parking. The type of spaces and dimensions will be provided based on City Code requirements (refer to Los Angeles Municipal Code Sections 12.21 A.16 and 12.21 A.4c), as well as to meet the needs of a variety of bicycles. Bicycle parking must be provided as follows:

- Hotel: 1.0 long-term space per 20 guestrooms and 1.0 short-term space per 20 guestrooms
- Commercial: 1.0 long-term space per 2,000 square feet and 1.0 short-term space per 2,000 square feet

Based on the above Code bicycle parking requirements, a total of 32 bicycle parking spaces are required for the Project. A minimum total of 32 bicycle parking spaces is planned to be provided as part of the Proposed Project, 16 short term bicycle parking spaces located at ground level and 16 long term bicycle parking spaces. While a 10 percent reduction in vehicular parking spaces is allowed based on the number of bicycle parking spaces provided (refer to Ordinance No. 182386), the Project Applicant does not intend to reduce the amount of vehicular parking for the Proposed Project. The Proposed Project will encourage use and maintain visibility for personal safety and theft protection. Appropriate lighting will be provided to increase safety and provide theft protection during night-time parking.

## Project Impacts

### *Existing With Project Intersection Level of Service*

Peak-hour intersection turn volumes for the study area intersections were collected by National Data and Surveying Services. Figure 5-1 and Figure 5-2 in the Traffic Study presents the existing a.m. and p.m. peak-hour turn movement volumes for the study area intersections. Table III-27, below, summarizes the results of the Existing (2015) and Existing Plus Project (2015) AM peak-hour LOS analysis for the six study area intersections. Table III-27 and Table III-28, below, summarize the results of the Existing (2015) and Existing Plus Project (2015) LOS analysis for the six study area intersections for the AM and PM peak hours respectively. As discussed above, the LOS were determined using the LADOT spreadsheet for calculating CMA methodology. Under Existing Plus Project conditions, five of the six study intersections would continue to operate at LOS D or better. The intersection of Vine Street/Sunset Boulevard would continue to operate at LOS E during the PM peak hour. The Project is not expected to create significant impact to any of the six study intersections. Therefore, the Project would not cause any significant traffic impacts in either the AM or PM peak hour. Implementation of mitigation measure TRAFFIC-1 would further ensure traffic impacts are less than significant and would require the applicant to comply with any applicable conditions and recommendations from the Department of Transportation.

### *Project Driveways*

Vehicular access to the Project will be provided by two driveways: the primary driveway on Cahuenga Boulevard and a one-way inbound service driveway on Ivar Avenue. The primary drive way will accommodate full access and provide inbound and outbound access for guests and visitors of the Proposed Project. The one-way inbound service driveway on Ivar Avenue will accommodate one-way inbound only access movements for service and delivery vehicles.

**Table III-27  
Existing (2015) and Existing Plus Project Condition  
Level of Service Summary for AM Peak Hour**

Intersection	AM Peak Hour				Project Impact	Significant Impact ?
	Existing 2015		Existing With Project			
	V/C	LOS	V/C	LOS		
1. Wilcox Ave. and Sunset Blvd.	0.705	C	0.706	C	0.001	No
2. Cahuenga Blvd. and Hollywood Blvd.	0.862	D	0.867	D	0.005	No
3. Cahuenga Blvd. and Sunset Blvd.	0.798	C	0.805	D	0.007	No
4. Cahuenga Blvd. and De Longpre Ave.	0.405	A	0.405	A	0.000	No
5. Ivar Ave. and Sunset Blvd.	0.399	A	0.399	A	0.000	No
6. Vine Street and Sunset Blvd.	0.845	D	0.851	D	0.006	No
LOS = level of service; v/c = volume-to-capacity ratio Source: Linscott, Law & Greenspan, Engineers, Draft Traffic Impact Study, Ivar Gardens Hotel Project, City of Los Angeles, California, December 23, 2015.						

**Table III-28**  
**Existing (2015) and Existing Plus Project Condition**  
**Level of Service Summary for PM Peak Hour**

Intersection	PM Peak Hour				Project Impact	Significant Impact?
	Existing 2015		Existing Plus Project			
	V/C	LOS	V/C	LOS		
1. Wilcox Ave. and Sunset Blvd.	0.562	A	0.567	A	0.005	No
2. Cahuenga Blvd. and Hollywood Blvd.	0.577	A	0.592	A	0.015	No
3. Cahuenga Blvd. and Sunset Blvd.	0.599	A	0.619	B	0.020	No
4. Cahuenga Blvd. and De Longpre Ave.	0.350	A	0.352	A	0.002	No
5. Ivar Ave. and Sunset Blvd.	0.464	A	0.460	A	-0.004	No
6. Vine Street and Sunset Blvd.	0.989	E	0.995	E	0.006	No
LOS = level of service; v/c = volume-to-capacity ratio Source: Linscott, Law & Greenspan, Engineers, Draft Traffic Impact Study, Ivar Gardens Hotel Project, City of Los Angeles, California. December 23, 2015.						

### **Cumulative (2018) With Project Intersection Level of Service**

Tables III-29 and III-30 summarize the level of service for the Cumulative (2018) without Project and Cumulative (2018) with Project conditions at the analyzed intersections for the AM and PM peak hours, respectively. Under the Cumulative Plus Project conditions, four of the six study intersections are expected to continue to operate at LOS D or better during the weekday AM and PM peak hours with the addition of growth in ambient traffic, Proposed Project, and related projects. The following two study intersections are expected to operate at LOS F during peak hours: 1) Cahuenga Boulevard / Hollywood Boulevard and 2) Vine Street / Sunset Boulevard. Any increases in volume/capacity (V/C) ratios would be less than the threshold for a significant impact to occur. Therefore, the Project would not cause any significant traffic impacts in either the AM or PM peak hour. As the Proposed Project is not anticipated to result in a significant transportation impact at any of the study intersections, no traffic mitigation measures are recommended. Cumulative traffic impacts would be less than significant.

**Table III-29**  
**Cumulative (2018) Condition Level of Service Summary for AM Peak Hour**

Intersection	AM Peak Hour				Project Impact	Significant Impact?
	Cumulative w/o Project		Cumulative Plus Project			
	V/C	LOS	V/C	LOS		
1. Wilcox Ave. and Sunset Blvd.	0.840	D	0.841	D	0.001	No
2. Cahuenga Blvd. and Hollywood Blvd.	1.197	F	1.202	F	0.005	No
3. Cahuenga Blvd. and Sunset Blvd.	0.941	E	0.948	E	0.007	No
4. Cahuenga Blvd. and De Longpre Ave.	0.493	A	0.494	A	0.001	No
5. Ivar Ave. and Sunset Blvd.	0.486	A	0.486	A	0.000	No
6. Vine Street and Sunset Blvd.	1.156	F	1.161	F	0.005	No
LOS = level of service; v/c = volume-to-capacity ratio Source: Linscott, Law & Greenspan, Engineers, Draft Traffic Impact Study, Ivar Gardens Hotel Project, City of Los Angeles, California December 23, 2015.						

**Table III-30**  
**Cumulative (2018) Condition Level of Service Summary for PM Peak Hour**

Intersection	PM Peak Hour				Project Impact	Significant Impact?
	Cumulative w/o Project		Cumulative Plus Project			
	V/C	LOS	V/C	LOS		
1. Wilcox Avenue / Sunset Blvd.	0.763	C	0.769	C	0.006	No
2. Cahuenga Blvd. / Hollywood Blvd.	0.821	D	0.831	D	0.010	No
3. Cahuenga Blvd. / Sunset Blvd.	0.835	D	0.854	D	0.019	No
4. Cahuenga Blvd. / De Longpre Ave.	0.421	A	0.423	A	0.002	No
5. Ivar Ave. / Sunset Blvd.	0.577	A	0.573	A	-0.004	No
6. Vine Street / Sunset Blvd.	1.296	F	1.301	F	0.005	No
LOS = level of service; v/c = volume-to-capacity ratio Source: Linscott, Law & Greenspan, Engineers, Draft Traffic Impact Study, Ivar Gardens Hotel Project, City of Los Angeles, California, December 23., 2015.						

### Construction Traffic

During construction of the Proposed Project, parking for construction workers would be provided offsite. To ensure construction workers do not park on streets in the surrounding neighborhood, the contractor will reserve parking spaces for construction workers at public parking lots in the vicinity of the Project Site such as:

- 6430 Sunset Boulevard, CNN Building (public parking garage), located approximately 350 feet southwest of the Project Site;
- 1400 Ivar Avenue (public parking garage), located approximately 0.1 miles south of the Project Site; and
- 1625 N. Vine Street, Vine Street Garage – Lot 702 (public parking garage), located approximately 0.3 miles northeast of the Project Site.

The final parking plan for construction workers would be determined at the time of construction and outlined in the Construction Management Plan.

Additionally, the Proposed Project would require the use of haul trucks during site clearing and excavation, and the use of a variety of other construction vehicles throughout the construction of the Proposed Project. The Project would require approximately 56,000 cubic yards of excavated soil to be exported off site. The Proposed Project could utilize two potential haul routes to the Hollywood Freeway (US-101) to haul demolition debris and soil materials from the Site to the Bradley Landfill or the Manning Pit: (1) north bound on N. Cahuenga Boulevard, bordering the Project Site to the west, which is designated as an Avenue II (Modified) (for debris and materials being hauled to the Bradley Landfill); and (2) north bound on N. Cahuenga Boulevard, bordering the Project Site to the west, and east bound on Hollywood Boulevard, which is designated as an Avenue I (for debris and materials being hauled to the

Manning Pit). The haul trips would occur outside of the peak hours and during the permissible hauling hours identified in the haul route to be approved by the Department of Building and Safety. The addition of these vehicles onto the street system would contribute to increased traffic in the Project vicinity. However, the Proposed Project's construction trip traffic would be a fraction of the operational traffic that would not cause any significant impacts at the studied intersections. Therefore, it is not anticipated that they would contribute to a significant increase in the overall congestion in the Project vicinity. In addition, any truck trips would be limited to the length of time required for the Project's construction. Due to the temporary nature of the traffic, construction impacts would be less than significant with the incorporation of Mitigation Measures Traffic-2 through Traffic-5, below.

### **Mitigation Measures**

#### ***Increase Vehicle Trips/Congestion***

**TRAFFIC-1** Implementing measure(s) detailed in DOT's communication to the Planning Department (DOT Case No. CEN 15-43958 dated January 6, 2016, See Appendix G to this MND) shall be complied with. Such report and mitigation measure(s) are incorporated herein by reference.

#### ***Construction Work Plan***

**TRAFFIC-2** A Construction work site traffic control plan shall be submitted to DOT for review and approval in accordance with the LAMC prior to the start of any construction work. The plans shall show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. All construction related traffic shall be restricted to off-peak hours.

**TRAFFIC-3** All delivery truck loading and unloading shall take place on site or within the boundaries of an approved traffic control plan and the alley.

**TRAFFIC-4** The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.

The applicant shall be limited to no more than two trucks at any given time within the site's staging area.

There shall be no staging of hauling trucks on any streets adjacent to the project, unless specifically approved as a condition of an approved haul route.

No hauling shall be done before 9 a.m. or after 3 p.m.

Trucks shall be spaced so as to discourage a convoy effect.



On substandard hillside streets, only one hauling truck shall be allowed on the street at any time.

A minimum of two flag persons are required. One flag person is required at the entrance to the project site and one flag person at the next intersection along the haul route.

Truck crossing signs are required within 300 feet of the exit of the project site in each direction.

The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times shall provide reasonable control of dust caused by wind.

Loads shall be secured by trimming and watering or may be covered to prevent the spilling or blowing of the earth material.

Trucks and loads are to be cleaned at the export site to prevent blowing dirt and spilling of loose earth.

No person shall perform grading within areas designated "hillside" unless a copy of the permit is in the possession of a responsible person and available at the site for display upon request.

A log documenting the dates of hauling and the number of trips (i.e. trucks) per day shall be available on the job site at all times.

The applicant shall identify a construction manager and provide a telephone number for any inquiries or complaints from residents regarding construction activities. The telephone number shall be posted at the site readily visible to any interested party during site preparation, grading and construction.

**TRAFFIC-5** The Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the Applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as k-rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.

Temporary pedestrian facilities shall be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.

Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.

The Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

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

**Less Than Significant Impact.** A significant impact would occur if the project conflicts with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. The study area analyzed in the Traffic Impact Study includes the six intersections listed above. None of these intersections are Los Angeles County Congestion Management Plan (CMP) monitoring locations. In addition, a CMP analysis is not required because the Project would not add 50 or more peak-hour trips to any CMP arterial monitoring intersections, including freeway on-and off-ramps. Furthermore, the project would not add 150 or more peak-hour trips to freeway mainline monitoring locations. As such, the Project would not conflict with the adopted CMP and Project impacts would be less than significant.

- c) Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?**

**No impact.** This question would apply to the Proposed Project only if it involved an aviation-related use or would influence changes to existing flight paths. The Proposed Project does not include any aviation-related uses and would have no airport impact. It would also not require any modification of flight paths for the existing airports in Los Angeles. Therefore, no impact would occur.

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

**No Impact.** A significant impact may occur if the Proposed Project includes new roadway design or introduces a new land use or features into an area with specific transportation requirements and characteristics that have not been previously experienced in that area, or if Project Site access or other features were designed in such a way as to create hazard conditions. The Proposed Project would not include unusual or hazardous design features. Current vehicular access to the Project Site is provided by a total of three driveways including one driveway on Cahuenga Avenue, one driveway on Sunset Boulevard, and one driveway on Ivar Avenue. Full access movements (i.e., left-turn ingress and egress turning movements) are accommodated at the existing project site driveways on Cahuenga Boulevard and Ivar Avenue, while the Sunset Boulevard site driveway accommodates right-turn ingress and egress

movements based on the configuration and operations on the adjacent roadway. The Proposed Project would include a primary driveway on Cahuenga Boulevard with full access and provide inbound and outbound access, similar to the existing driveway on Cahuenga Avenue currently on the Project Site. Additionally, the project does not include any sharp curves, dangerous intersections, or incompatible uses. No offsite traffic improvements are proposed in the area surrounding the Project Site. As such the Proposed Project would not include new vehicular access driveways that could potentially conflict with pedestrian circulation and traffic. Therefore, the Project would not substantially increase hazards due to design features or incompatible uses and no impact would occur.

**e) Would the project result in inadequate emergency access?**

**Less Than Significant Impact.** A significant impact may occur if the Project design would not provide emergency access meeting the requirements of the LAFD, or in any other way threatened the ability of emergency vehicles to access and serve the Project Site or adjacent uses.

As previously discussed in Section VIII (g), the Proposed Project is not located on or near an adopted emergency response or evacuation plan. Development of the Project Site may require temporary and/or partial street closures due to construction activities. However, any such closures would be temporary in nature and would be coordinated with the Departments of Transportation, Building and Safety, and Public Works. Nonetheless, while such closures may cause temporary inconvenience, they would not be expected to substantially interfere with emergency response or evacuation plans. Therefore, the impacts would be less than significant.

As described in Section XIV (a), the Proposed Project would satisfy the emergency response requirements of the LAFD. There are no hazardous design features included in the access design or site plan for the Proposed Project that could impede emergency access. Furthermore, the Proposed Project would be subject to the site plan review requirements of the LAFD and the LAPD to ensure that all access roads, driveways and parking areas would remain accessible to emergency service vehicles. Therefore, the Proposed Project would not be expected to result in inadequate emergency access, and the impact would be less than significant.

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

**No Impact.** A significant impact may occur if the Proposed Project would conflict with adopted policies or involve modification of existing alternative transportation facilities located on- or off-site. The Proposed Project would not require the disruption of public transportation services or the alteration of public transportation routes. Since the Proposed Project would not modify or conflict with any alternative transportation policies, plans or programs, it would have no impact on such programs. Furthermore, the Proposed Project would be expected to comply with the 2010 Bicycle Plan, which is a component of the Transportation Element of the General Plan. Thus, the Project complies with all applicable bicycle and pedestrian-friendly policies, plans and programs and no impact would occur.

## Cumulative Impacts

**Less Than Significant Impact.** Development of the Proposed Project in conjunction with the 69 related projects would result in an increase in average daily vehicle trips and peak hour vehicle trips in the Hollywood Community Plan Area. As noted in Table III-29 and III-30, above, all increases in V/C ratios in the AM peak hour and PM peak hour would be less than the threshold for a significant impact to occur and the Proposed Project's contribution to cumulative impacts is less than significant for all of the study intersections analyzed. Therefore, the Proposed Project's cumulative impact is considered less than significant.

## XVII. UTILITIES AND SERVICE SYSTEMS

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

**Less Than Significant Impact.** A significant impact would occur if a project exceeds wastewater treatment requirements of the applicable Regional Water Quality Control Board. Section 13260 of the California Water Code states that persons discharging or proposing to discharge waste that could affect the quality of the waters of the State, other than into a community sewer system, shall file a Report of Waste Discharge (ROWD) containing information which may be required by the appropriate Regional Water Quality Control Board (RWQCB). The RWQCB then authorizes an NPDES permit that ensures compliance with wastewater treatment and discharge requirements. The Los Angeles RWQCB (LARWQCB) enforces wastewater treatment and discharge requirements for properties in the Project area.

Wastewater from the Project Site is conveyed via municipal sewage infrastructure maintained by the Los Angeles Bureau of Sanitation to the Hyperion Treatment Plant (HTP). The HTP is a public facility and is subject to the State's wastewater treatment requirements. Wastewater from the Project Site is and would continue to be treated according to the wastewater treatment requirements enforced by the LARWQCB. Therefore, impacts associated with wastewater treatment requirements would be less than significant.

### b) Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

**Less Than Significant Impact.** A significant impact may occur if a project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the Project Site would be exceeded. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on water shall be made considering the following factors: (a) the total estimated water demand for the project; (b) whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project buildout; (c) the amount by which the project would cause the projected growth in population, housing or employment for the Community Plan area to be exceeded in the year of the project completion; and (d)

the degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

#### *Water Treatment Facilities and Existing Infrastructure*

The Los Angeles Department of Water and Power (LADWP) ensures the reliability and quality of water supply through an extensive distribution system that includes more than 7,100 miles of pipes, more than 100 storage tanks and reservoirs within the City, and eight storage reservoirs along the Los Angeles Aqueducts. Much of the water flows north to south, entering Los Angeles at the Los Angeles Aqueduct Filtration Plant (LAAFP) in Sylmar, which is owned and operated by LADWP. Water entering the LAAFP undergoes treatment and disinfection before being distributed throughout the LADWP's Water Service Area. The LAAFP has the capacity to treat approximately 600 million gallons per day (mgd).<sup>66</sup> The average plant flow is approximately 450 mgd during the non-summer months and 550 mgd during the summer months, and operates at between 75 and 90 percent capacity. Therefore, the LAAFP has a remaining capacity of treating approximately 50 to 150 mgd, depending on the season.<sup>67</sup>

As shown in Table III-31 below, the Proposed Project would generate a net increase in water demand of approximately 37,554 gallons per day (gpd) of water, significantly below available capacity. Because the Proposed Project is consistent with the zoning and General Plan land use designations, and the Project's population growth is within SCAG's forecast, the Project's increased water demand would not measurably reduce the LAAFP's treatment capacity; therefore, no new or expanded water treatment facilities would be required. With respect to water treatment facilities, the Proposed Project would have a less-than-significant impact.

Although no system upgrades are anticipated at this time, the water system will be verified again at the time of construction. In the event that water main and/or other infrastructure upgrades are required for the proposed development, such infrastructure improvements would be conducted within the right-of-way easements serving the Project area, and would not create a significant impact to the physical environment. This is largely due to the fact that (a) any disruption of service would be short-term, (b) the replacement of the water mains would be within public rights-of-way, and (c) any foreseeable infrastructure improvements would be limited to the immediate Project vicinity. Therefore, potential impacts resulting from water infrastructure improvements would be less than significant.

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<sup>66</sup> Los Angeles Department of Water and Power, website: <http://wsoweb.ladwp.com/Aqueduct/historyoflaa/waterquality.htm>, accessed July 2015.

<sup>67</sup> Los Angeles Department of Water and Power, website: <http://www.ladwp.com/>, accessed August 2015.



**Table III-31**  
**Proposed Project Estimated Water Demand**

Type of Use	Size	Water Demand Rate (gpd/unit) <sup>a</sup>	Total Water Demand (gpd)
<b>Existing Uses</b>			
Fast-food Restaurant	3,882	24 gpd/seat	6,360
<b>Proposed Project</b>			
Hotel Guestroom Units (with kitchenettes)	275 room	156 gpd/room	42,900
Hotel (Roof Level 21 and Guest Accessory Uses and Back of House Spaces)	8,665	96 gpd/1,000 sf	832
Ground-Floor Retail	1,900 sf	96 gpd/1,000 sf	182
<b>Total Project Water Demand:</b>			<b>43,914</b>
<i>Less Existing Water Demand:</i>			<i>6,360</i>
<b>Net Additional Water Demand:</b>			<b>37,554</b>
<i>Notes:</i> <sup>a</sup> <i>sf</i> = square feet; <i>du</i> = dwelling units, <i>gpd</i> : gallons per day <sup>a</sup> <i>L.A. CEQA Thresholds Guide (2006), Exhibit M.2-12.</i> <sup>b</sup> <i>Fast-food restaurant assumed 7 sf/seat. California Airport Land Use Planning Handbook (2002), Appendix C, Occupancy Levels –California Building Code.</i> <i>Source: Parker Environmental Consultants, 2016.</i>			

### *Wastewater Treatment Facilities and Existing Infrastructure*

Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant wastewater impact if: (a) the project would cause a measurable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or (b) the project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General Plan and its elements.

The Los Angeles Bureau of Sanitation provides sewer service to the Proposed Project area. Sewage from the Project Site is conveyed via sewer infrastructure to the Hyperion Treatment Plant (HTP).<sup>68</sup> The Hyperion Treatment Plant treats an average daily flow of 362 million gallons per day (mgd), and has capacity to treat 450 mgd.<sup>69</sup> This equals a remaining capacity of 88 mgd of wastewater able to be treated

<sup>68</sup> *City of Los Angeles Department of Public Works, Bureau of Sanitation, Hyperion Treatment Plant, website: [http://www.lasewers.org/treatment\\_plants/hyperion/index.htm](http://www.lasewers.org/treatment_plants/hyperion/index.htm), accessed July 2015.*

<sup>69</sup> *City of Los Angeles Department of Public Works, Bureau of Sanitation, Wastewater: About Wastewater, website: <http://www.lacitysan.org/wastewater/factsfigures.htm>, accessed July 2015.*

at the HTP. As shown in Table III-32, the Proposed Project would generate a net increase of approximately 32,360 gpd of wastewater, representing a fraction of one percent of the available capacity. Based on the Sewer Capacity Availability Report, the Bureau of Engineering has confirmed the 12" sewer line currently serving the Project Site under Ivar Avenue has adequate capacity to serve the anticipated peak sewer flow of the Proposed Project.<sup>70</sup> Furthermore, the HTP has a remaining capacity of 88 additional mgd, and as such would have adequate capacity to serve the Project Site. Therefore, impacts to sewer capacity and infrastructure would be less than significant.

**Table III-32  
Proposed Project Estimated Wastewater Generation**

Type of Use	Size	Wastewater Demand Rate (gpd/unit)	Total Wastewater Demand (gpd)
<b>Existing Uses</b>			
Fast-food Restaurant	3,882 sf	300 gpd/1,000 sf	1,165
<b>Proposed Project</b>			
Hotel	275 room	120 gpd/room	33,000
Ground-Floor Retail	1,900 sf	300 gpd/1,000 sf	525 <sup>b</sup>
<b>Total Project Wastewater Generation:</b>			<b>33,525</b>
<i>Less Existing Wastewater Generation:</i>			<i>(1,165)</i>
<b>NET TOTAL Wastewater Generation:</b>			<b>32,360</b>

Notes:

*sf* = square feet; *du* = dwelling units, *gpd*: gallons per day

<sup>a</sup> The SCAR determination provided an estimate for 1,750 sf of restaurant take out (approximately 150 sf less than proposed), however, it did not deduct the existing 1,165 gpd of wastewater that is currently generated by the existing fast food restaurant. Thus, the SCAR's net sewer flow estimate of 33,525 still represents a conservative estimate of the Project's net sewer generation flows.

Source(s): City of Los Angeles, Bureau of Engineering, Sewer Capacity Availability Request (SCAR), 6409 W. Sunset Blvd, 3/24/2016, and Parker Environmental Consultants, 2016.

**c) Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

**Less Than Significant Impact.** A significant impact may occur if the volume of stormwater runoff would increase to a level exceeding the capacity of the storm drain system serving a project site, resulting in the construction of new stormwater drainage facilities. As described in Section IX (c) the Proposed Project would not result in a significant increase in site runoff, or any changes in the local drainage patterns. The Proposed Project will be required to demonstrate compliance with Low Impact Development Ordinance standards and retain or treat the first ¾-inch of rainfall in a 24-hour period. The

<sup>70</sup> City of Los Angeles Bureau of Engineering, Sewer Capacity Availability Report (SCAR), dated March 24, 2016 (See Appendix H, Utility Service Responses).

Proposed Project Site is currently developed with a fast food restaurant and a surface parking lot. Runoff from the Project Site currently is and would continue to be directed towards existing storm drains in the Project vicinity. As stated previously in response to Checklist Question IX, the Project shall comply with the LID Plan, Standard Urban Stormwater Mitigation Plan (SUSMP) and/or the site-specific mitigation plan to mitigate stormwater pollution as required by Ordinance Nos. 172,176 and 173,494. The appropriate design and application of Best Management Practices (BMP) devices and facilities shall be determined by the Watershed Protection Division of the Bureau of Sanitation, Department of Public Works. Thus, development of the Proposed Project would not create or contribute to runoff water, which may exceed the capacity of existing or planned stormwater drainage systems. Therefore, Project impacts would be considered less than significant.

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

**Less Than Significant Impact.** A significant impact may occur if a project would increase water consumption to such a degree that new water sources would need to be identified. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on water shall be made considering the following factors: (a) the total estimated water demand for the project; (b) whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project buildout; (c) the amount by which the project would cause the projected growth in population, housing or employment for the Community Plan area to be exceeded in the year of the project completion; and (d) the degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

The City's water supply comes from local groundwater sources, the Los Angeles-Owens River Aqueduct, State Water Project, and from the Metropolitan Water District (MWD) of Southern California, which is obtained from the Colorado River Aqueduct. The MWD utilizes a land-use based planning tool that allocates projected demographic data from the SCAG into water service areas for each of MWD's member agencies. The 2010 Urban Water Management Plan projects a total water demand and supply of 710,800 AFY in 2035.<sup>71</sup> With its current water supplies, planned future water conservation, and planned future water supplies, LADWP will be able to reliably provide water to its customers through the 25-year planning period covered by the 2010 UWMP. Through various conservation strategies, the LADWP will be able to reduce the City's water demand during dry years to respond to any reductions to water supplies during multiple dry years.

As shown in Table III-31, the Proposed Project's net increase in water demand would be 37,554 gallons per day. The Project is consistent with the allowable land uses and density that are planned for the Project Site and is therefore within the growth projections of SCAG's 2012 RTP/SCS. Accordingly, the Project's anticipated water demand has been accounted for and would not exceed the water demand estimates of

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<sup>71</sup> *City of Los Angeles Department of Water and Power, 2010 Urban Water Management Plan, Executive Summary, Exhibit ES-R Service Area Reliability Assessment for Average Weather Year.*

the City's 2010 UWMP. Furthermore, the LADWP has indicated that it can supply water to the Proposed Project from the municipal system subject to the Water System rules of the LADWP.<sup>72</sup> Thus, the Proposed Project would have a less-than-significant impact on water demand. In addition, pursuant to LAMC Section 122.03(a), the Proposed Project is required to utilize water saving devices including, but not limited to, urinals equipped with flush-o-meter valves, which flush with a maximum of 1.28 gallons, which would further reduce impacts associated with this issue to a level that is less than significant.

Environmental impacts would further be reduced by implementation of the following regulatory compliance measures:

- **Regulatory Compliance Measure RC-WS-2 (Green Building Code):** The Project shall implement all applicable mandatory measures within the LA Green Building Code that would have the effect of reducing the Project's water use.
- **Regulatory Compliance Measure RC-WS-4 (Landscape):** The Project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).

Compliance with the regulatory compliance measures identified above would reduce the Proposed Project's demands for potable water resources to a less than significant level and no further mitigation measures are required.

### Cumulative Impacts

**Less Than Significant Impact.** Development of the Proposed Project and related projects and the cumulative growth throughout the City of Los Angeles, would further increase the demand for potable water within the City. Through the 2010 Urban Water Management Plan, the LADWP has demonstrated that it can provide adequate water supplies for the City through the year 2035. This estimate is based in part on demographic projections obtained for the LADWP service area from the Metropolitan Water District (MWD). The MWD utilizes a land-use based planning tool that allocates projected demographic data from the Southern California Association of Governments (SCAG) into water service areas for each of MWD's member agencies. Table III-33, Projected Cumulative Water Demand, estimates that the Proposed Project and related projects would demand approximately 4,005,009 gallons per day, which represents between 3 to 8 percent of the available capacity in the LAAFP. Additionally, the Proposed Project's growth is consistent with SCAG's growth projections for the Los Angeles subregion. The

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<sup>72</sup> See Fire Service Pressure Flow Report, for 6409 W. Sunset Boulevard, dated September 28, 2015 in Appendix H to this MND.

**Table III-33  
Projected Cumulative Water Demand**

Type of Use	Size	Water Demand Rate (gpd/unit) <sup>a</sup>	Total Water Demand (gpd)
<b>Related Projects</b>			
<b><i>Residential</i></b>			
Condominiums <sup>b</sup>	121 du	240 gpd/du	29,040
Multi-Family Apartment <sup>b</sup>	8,714 du	240 gpd/du	2,091,360
Senior Housing	100 du	90 gal/bed	9,000
Youth Housing	36 du	90 gal/bed	3,240
Emergency Overnight Beds	23 du	90 gal/bed	2,070
Transitional Living Beds	29 du	90 gal/bed	2,610
<b><i>Office</i> <sup>c</sup></b>			
Day Care / Tutoring Centers / Nursery / Elementary	396 stu/emp	9.6 gpd/person	3,801.6
Production Office	635,500 sf	0.096 gpd/sf	61,008
Office	3,882,545 sf	0.18 gpd/sf	698,858
<b><i>Hotel</i></b>			
Hotel	2,109 room	156 gpd/room	329,004
<b><i>Retail / Commercial</i> <sup>d</sup></b>			
Bar	15,500 sf	0.6 gpd/sf	9,300
Coffee Shop	6,306 sf	0.36 gpd/sf	2,270
Health Club	120,927 sf	0.96 gpd/sf	116,090
Dance Studio	38,072 sf	0.096 gpd/sf	3,655
Museum	44,000 sf	0.024 gpd/sf	1,056
Restaurant <sup>e</sup>	11,995 seat	36 gpd/seat	431,820
Retail	1,549,177 sf	0.096 gpd/sf	148,721
Theater/Chapel	857 seats	4.8 gpd/seat	4,113.6
Youth & Senior Centers	3,966	4.8 gpd/seat	19,036.8
<b><i>Industrial</i></b>			
Storage	58,370 sf	0.024 gpd/sf	1400.9
<b>Total Related Projects Water Demand:</b>			<b>3,967,455</b>
Total Project Water Demand:			37,554
<b>TOTAL CUMULATIVE:</b>			<b>4,005,009</b>

*Notes:*

*sf*=square feet; *du* = dwelling units, *gpd*: gallons per day

<sup>a</sup> L.A. CEQA Thresholds Guide (2006), Exhibit M.2-12.

<sup>b</sup> Condominiums and multi-family apartment rates based on 3-bedroom for conservative estimate.

<sup>c</sup> Office uses include schools, production office, nursery schools, and child care centers.

<sup>d</sup> Retail/commercial includes retail, fast-food restaurant, quality restaurant, bar, supermarket, health club, and theater, museum, coffee shop.

<sup>e</sup> Restaurant rate assumes all indoor seating for conservative estimate.

Source: California Airport Land Use Planning Handbook (2002), Appendix C, Occupancy Levels –California Building Code: Restaurant assumes 15 sf/occupant. Theaters/chapels assume 7 sf/seat.

Source: Parker Environmental Consultants, 2016.



Proposed Project is consistent with the underlying allowable uses per the LAMC and would not exceed the allowable density for the Project Site or exceed the available capacity in the local aqueduct. As such, the additional water demands generated by the Proposed Project are accounted for in the 2010 Water Management Plan and impacts associated with increased water demand would be less than significant.

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

**Less Than Significant Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant wastewater impact if: (a) the project would cause a measurable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or (b) the project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General Plan and its elements. As stated in Checklist Question XVII (b), above, the sewage flow will ultimately be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the Proposed Project.<sup>73</sup> Therefore, impacts would be less than significant.

#### **Cumulative Impacts**

**Less Than Significant Impact.** Development of the Proposed Project in conjunction with the 69 related projects would further increase regional demands on HTP's capacity. The impact of the continued growth of the region would likely have the effect of diminishing the daily excess capacity of HTP's service to the City of Los Angeles. As shown in Table III-34, the net wastewater demand of the 69 related projects and the Proposed Project would contribute 3,338,573 gpd or 3.34 mgd. Of the 88 mgd available in HTP, the cumulative demand of 3.34 mgd accounts for almost 4% of the available capacity and would not significantly reduce its capacity. Therefore, the demands of the Proposed Project and related projects in relation to wastewater treatment, when considered cumulatively, would result in less than significant impacts.

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

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

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<sup>73</sup> City of Los Angeles Department of Public Works, Bureau of Sanitation, Hyperion Treatment Plant, website: [http://www.lasewers.org/treatment\\_plants/hyperion/index.htm](http://www.lasewers.org/treatment_plants/hyperion/index.htm), accessed July 2015.

**Table III-34**  
**Projected Cumulative Wastewater Generation**

Type of Use	Size	Wastewater Demand Rate (gpd/unit) <sup>a</sup>	Total Wastewater Demand (gpd)
<b>Related Projects</b>			
<b>Residential</b>			
Condominiums <sup>b</sup>	121 du	200 gpd/du	24,200
Multi-Family Apartment <sup>b</sup>	8,714 du	200 gpd/du	1,742,800
Senior Housing	100 du	75 gal/bed	7,500
Youth Housing	36 du	75 gal/bed	2,700
Emergency Overnight Beds	23 du	75 gal/bed	1,725
Transitional Living Beds	29 du	75 gal/bed	2,175
<b>Office <sup>c</sup></b>			
Day Care / Tutoring Centers / Nursery / Elementary	396 stu/emp	8 gpd/person	3,168
Production Office	635,500 sf	0.08 gpd/sf	50,840
Office	3,882,545 sf	0.15 gpd/sf	582,381.8
<b>Hotel</b>			
Hotel	2,109 room	130 gpd/room	274,170
<b>Retail / Commercial <sup>d</sup></b>			
Bar	15,500 sf	0.5 gpd/sf	7,750
Coffee Shop	6,306 sf	0.3 gpd/sf	1,891.8
Health Club	120,927 sf	0.8 gpd/sf	96,741.6
Dance Studio	38,072 sf	0.08 gpd/sf	3,045.8
Museum	44,000 sf	0.02 gpd/sf	880
Restaurant <sup>e</sup>	11,995 seat	30 gpd/seat	359,850
Retail	1,549,177 sf	0.08 gpd/sf	123,934.2
Theater/Chapel	857 seats	4 gpd/seat	3,428
Youth & Senior Centers	3,966	4 gpd/seat	15,864
<b>Industrial</b>			
Storage	58,370 sf	0.02 gpd/sf	1,167.4
<b>Total Related Projects Wastewater Generation:</b>			<b>3,306,213</b>
Total Project Wastewater Generation:			32,360
<b>TOTAL CUMULATIVE:</b>			<b>3,338,573</b>

**Notes:**

*sf* = square feet; *du* = dwelling units, *gpd* = gallons per day, *emp* = employee, *stu* = student

<sup>a</sup> L.A. CEQA Thresholds Guide (2006), Exhibit M.2-12.

<sup>b</sup> Condominiums and multi-family apartment rates based on 3-bedroom for conservative estimate.

<sup>c</sup> Office uses include schools, production office, nursery schools, and child care centers.

<sup>d</sup> Retail/commercial includes retail, fast-food restaurant, quality restaurant, bar, supermarket, health club, and theater, museum, coffee shop.

<sup>e</sup> Restaurant rate assumes all indoor seating for conservative estimate.

Source: California Airport Land Use Planning Handbook (2002), Appendix C, Occupancy Levels –California Building Code: Restaurant assumes 15 sf/occupant. Theaters/chapels assume 7 sf/seat.

Source: Parker Environmental Consultants, 2016.

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

Solid waste generated within the City is disposed of at privately owned landfill facilities throughout Los Angeles County. While the Bureau of Sanitation provides waste collection services to single-family and some small multi-family developments, private haulers provide waste collection services for most multi-family residential and commercial developments within the City. Solid waste transported by both public and private haulers is either recycled, reused, transformed at a waste-to-energy facility, or disposed of at a landfill. Under the City's RENEW LA Plan, the City committed to reaching Zero Waste by diverting 70% of the solid waste generated in the City by 2013, diverting 90% by 2025, and becoming a zero waste city by 2030. State law currently requires at least 50% solid waste diversion and establishes a state-wide goal of 75% diversion by 2020. Moreover, state law requires mandatory commercial recycling in all businesses and multifamily complexes and imposes additional reporting requirements on local agencies, including the City. In order to meet these requirements and goals, the City has established an exclusive, competitive franchise system for the collection, transportation and processing of commercial and multifamily solid waste that will aid the City in meeting its diversion goals by, among other things: (i) requiring franchisees to meet diversion targets; (ii) increasing the capacity for partnership between the City and solid waste haulers; (iii) allowing the City to establish consistent methods for diversion of recyclables and organics; (iv) increasing the City's ability to track diversion, which will enable required reporting and monitoring of state mandated commercial and multifamily recycling; (v) increasing the City's ability to ensure diversion quality in the processing facilities handling its waste and recyclables; and (vi) increasing the City's capacity to enforce compliance with federal, state, county, and local standards. Pursuant to Section 66.32 of the LAMC, the Project's solid waste contractor must obtain, in addition to all other required permits, an AB 939 Compliance Permit from the Bureau of Sanitation.

Within the City of Los Angeles, the Sunshine Canyon Landfill and the Chiquita Canyon Landfill serve existing land uses within the City. Both landfills accept residential, commercial, and construction waste. The Sunshine Canyon Landfill is jointly operated by the City and the County, has a remaining capacity of 65.79 million tons. Chiquita Canyon Landfill currently has a remaining capacity of 2.94 million tons. Thus, the Sunshine Canyon Landfill and the Chiquita Canyon Landfill combined have a remaining permitted capacity of approximately 68.73 million tons. The Sunshine Canyon Landfill has an estimated

remaining life of 19 years, and the Chiquita Canyon Landfill has an estimated remaining life of 3 years.<sup>74</sup> An expansion of the Chiquita Canyon Landfill is currently proposed and would add a capacity of 48,114,000 tons (a 40-year life expectancy based on 2013 average daily disposal of 3,299 tons per day).<sup>75</sup>

The Proposed Project would follow all applicable solid waste policies and objectives that are required by law, statute, or regulation. Based on the development size of 139,995 square feet of hotel floor area, which includes guest accessory uses and back of house spaces for the hotel on the ground level, and 1,900 square feet of retail floor area on the ground level, it is estimated that the construction of the Proposed Project would generate approximately 2,143.7 tons of debris during the demolition and construction process (see Table III-35, below). All construction and demolition debris would be recycled to the maximum extent feasible. Demolition debris and soil materials from the Site that cannot be recycled or diverted would be hauled to the Bradley Landfill (operated by Waste Management) or the Manning Pit (owned by the City of Irwindale), which accept inert waste and yard waste from areas within the County of Los Angeles. Under the requirements of the hauler's AB 939 Compliance Permit from the Bureau of Sanitation, all construction and demolition debris will be delivered to a Certified Construction and Demolition Waste Processing Facility.

**Table III-35**  
**Estimated Construction and Demolition Debris**

Construction Activity	Size	Rate <sup>a</sup> (lbs./sf)	Generated Waste (tons)
<b>Demolition</b>			
Fast-food Restaurant / Lot Area	23,651 sf	155 lbs/sf	1,833
<b>Total Project Demolition Debris Generation:</b>			<b>1,833</b>
<b>Construction</b>			
Hotel (275 guestroom units with kitchenettes and Guest Accessory Uses and Back of House Spaces (Lobby/Common)) <sup>b</sup>	139,995 sf	4.38 lbs/sf	307
Ground Level	1,900 sf	3.89 lbs/sf	3.7
<b>Total Project Construction Debris Generation:</b>			<b>310.7</b>
<b>Proposed Project NET TOTAL:</b>			<b>2,143.7</b>
Notes: sf = square feet; lbs = pounds			
<sup>a</sup> USEPA Report No EPA530-98-010, Characterization of Building Related Construction and Demolition Debris in the United States, July 1998.			
<sup>b</sup> Hotel square footage based on residential project rates.			
Source: Parker Environmental Consultants, 2016.			

<sup>74</sup> County of Los Angeles Department of Public Works, 2013 Annual Report, Los Angeles Countywide Integrated Waste Management Plan, Appendix E-2 Table 1, May 2015.

<sup>75</sup> County of Los Angeles Department of Public Works, 2013 Annual Report, Los Angeles Countywide Integrated Waste Management Plan, page 57 and 58, May 2015.

As shown in Table III-36, Estimated Operational Solid Waste Generation, the Proposed Project's net generation during operation of the Proposed Project would be 577.5 pounds per day. This estimate is conservative, as it does not factor in any recycling or waste diversion programs. The Proposed Project's solid waste would be handled by private waste collection services. The amount of solid waste generated by the Proposed Project is within the available capacities at area landfills and project impacts to regional landfill capacity would be less than significant.

**Table III-36**  
**Expected Operational Solid Waste Generation**

Type of Use	Size	Solid Waste Generation Rate <sup>a</sup> (lbs/unit/day)	Total Solid Waste Generated (lbs/day)
<b>Existing Uses</b>			
Fast-food Restaurant	3,973 sf	0.005 lbs/sf/day	20
<b>Proposed Project</b>			
Hotel	275 guestroom units	2 lbs/room/day	550
Hotel (Roof Level 21 and Guest Accessory Uses and Back of House Spaces)	7,665 sf	0.005 lbs/sf/day	38
Ground-floor Retail	1,900 sf	0.005 lbs/sf/day	9.5
<b>Total Project Solid Waste Demand</b>			<b>597.5</b>
<b>Less Existing Uses:</b>			<b>20</b>
<b>NET TOTAL Solid Waste Demand:</b>			<b>577.5</b>
<i>Notes:</i> <i>sf = square feet; du = dwelling units</i> <sup>a</sup> <i>City of Los Angeles, CEQA Thresholds Guide, 2006, page M.3-2. Waste generation includes all materials discarded, whether or not they are later recycled or disposed of in a landfill.</i> <i>Source: Parker Environmental Consultants, 2016.</i>			

Implementation of the following code compliance measures would further reduce the Project's impacts on solid waste generation:

- **Regulatory Compliance Measure RC-SW-1** (Designated Recycling Area) In compliance with the LAMC, the proposed Project shall provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of nonhazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, and metals.
- **Regulatory Compliance Measure RC-SW-2** (Construction Waste Recycling) In order to meet the diversion goals of the California Integrated Waste Management Act and the City of Los Angeles, which will total 70 percent by 2013, the Applicant shall salvage and recycle construction and demolition materials to ensure that a minimum of 70 percent of construction-related solid waste that can be recycled is diverted from the waste stream to be landfilled. Solid waste diversion would be accomplished through the on-site separation of materials and/or by contracting with a solid waste disposal facility that can guarantee a minimum diversion rate of 70 percent. In compliance with the LAMC, the General Contractor shall utilize solid waste haulers,

contractors, and recyclers who have obtained an Assembly Bill (AB) 939 Compliance Permit from the City of Los Angeles Bureau of Sanitation.

- **Regulatory Compliance Measure RC-SW-3** (Commercial/Multifamily Mandatory Recycling) In compliance with AB341, recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Proposed Project's regular solid waste disposal program. The Project Applicant shall only contract for waste disposal services with a company that recycles solid waste in compliance with AB341.

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

**Less Than Significant Impact.** A significant impact may occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. The Proposed Project would generate solid waste that is typical of a mixed-use building consisting of a hotel and ground-floor retail and would comply with all federal, state, and local statutes and regulations regarding proper disposal. Therefore, the project's solid waste impacts would be less than significant.

**Cumulative Impacts**

**Less Than Significant Impact.** Implementation of the Proposed Project in conjunction with the 69 related projects would further increase regional demands on landfill capacity. The impact of the continued growth of the region would likely have the effect of diminishing the daily excess capacity of the existing landfills serving the City of Los Angeles. Although there are several proposals for new landfills in the region, there are currently few viable options for City of Los Angeles waste past 2028. The Proposed Project would contribute approximately 90 tons of solid waste per year<sup>76</sup> plus the additional 2,143.7 tons of construction debris during the construction phase, which represents a fraction of one percent of the current remaining capacity of the Sunshine Canyon Landfill and the Chiquita Canyon Landfill, which combined have a remaining permitted capacity of approximately 68.73 million tons.

While in the short-term adequate landfill capacity exists to accommodate solid waste generated by the Proposed Project, in the future there will be a need to develop additional landfills and other waste disposal options to accommodate future growth. These options include diversion or transformation as the preferred methods for addressing solid waste and specific and practical applications (i.e., market development, public education and public policy initiatives) within the City.

The City of Los Angeles Solid Waste Management Plan (AB 939) sets forth strategies that would provide adequate landfill capacity through 2037 to accommodate anticipated growth. The Bureau of Sanitation

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<sup>76</sup> Calculated by assuming 313 days of work. Per the LAMC, since no construction activities are permitted on Sundays.



has projected the need for waste disposal capacity based on SCAG's regional population growth projections. The growth associated with Proposed Project is within those projections. Furthermore, projects within the City of Los Angeles must comply with the City's SRRE.

As reported by the Bureau of Sanitation in 2009, the City had achieved a waste diversion rate of 65 percent. The City is exceeding the state-mandated diversion goal of 50 percent by 2000 set by the California Integrated Waste Management Act (CIWMA) of 1989.<sup>77</sup> Waste diversion rates are required to increase to 75 percent by 2025 and through on-going development of waste management infrastructure over the last decade and innovative source reduction, reuse, recycling and composting programs have been implemented. These programs include Green Mulching and Composting workshops, black yard trimming recycling cans, the City-owned Central Los Angeles Refuse Transfer Station (CLARTS) and Residential Special Material and Electronics Recycling or S.A.F.E. Centers. New programs are being implemented to increase the amount of waste diverted by the City, including: multi-family recycling, food waste recycling, commercial recycling and technical assistance and support for City departments to help meet their waste reduction and recycling goals. The City is also developing programs to ultimately meet a goal of zero waste by 2030. Thus, the Proposed Project's contribution to cumulative impacts will continue to decrease as it increases waste diversion rates in accordance with City goals. The impact of the continued growth of the region would likely have the effect of diminishing the daily excess capacity of the existing landfills serving the Project Site area. As shown in Table III-37, the Proposed Project and related projects would contribute approximately 79,110.7 pounds per day or 14,438 tons per year, which represents well under one percent of the current remaining capacity of the Sunshine Canyon Landfill, which has the remaining capacity of approximately 65.78 million tons. As with the Proposed Project, other projects would participate in regional source reduction and recycling programs, significantly reducing the number of tons deposited in area landfills. Therefore, the Project's contribution to cumulative solid waste impacts will be less than cumulatively considerable, and cumulative impacts with respect to solid waste would be less than significant.

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<sup>77</sup> *City of Los Angeles Department of Public Works Bureau of Sanitation, Overview of Services for FY 2005/06, updated June, 14 2005.*

**Table III-37**  
**Cumulative Operational Solid Waste Generation**

Type of Use	Size	Solid Waste Generation Rate <sup>a</sup> (lbs/unit/day)	Total Solid Waste Generated (lbs/day)
<b>Related Projects</b>			
Single-Family Residential	121 du	10 lbs/du/day	1,210
Multi-Family Residential	8,902 du	4 lbs/du/day	35,608
Retail / Commercial <sup>b</sup>	1,987,661 sf	0.005 lbs/sf/day	9,938.3
Industrial	58,370 sf	0.0063 lbs/sf/day	367.7
Office <sup>c</sup>	4,526,865 sf	0.006 lbs/sf/day	27,191.2
Hotel	2,109 room	2 lbs/room/day	4,218
<b>Related Projects Total:</b>			<b>78,533.2</b>
<b>Proposed Project Net Total:</b>			<b>577.5</b>
<b>CUMULATIVE TOTAL:</b>			<b>79,110.7</b>
<p><i>Notes:</i></p> <p><i>sf = square feet; du = dwelling units</i></p> <p><sup>a</sup> <i>City of Los Angeles, CEQA Thresholds Guide, 2006, page M.3-2. Waste generation includes all materials discarded, whether or not they are later recycled or disposed of in a landfill.<sup>3</sup></i></p> <p><sup>b</sup> <i>Retail/commercial includes retail, fast-food restaurant, quality restaurant, bar, supermarket, health club, donut/coffee shops, chapels, dance studios, and theater.</i></p> <p><sup>c</sup> <i>Office includes nurseries, day care centers, and schools. Day care, nurseries, and schools assume 20 sf / student and employees. California Airport Land Use Planning Handbook (2002) Appendix C, Occupancy Levels –California Building Code.</i></p> <p><i>Source: Parker Environmental Consultants, 2016.</i></p>			

## **XVIII. MANDATORY FINDINGS OF SIGNIFICANCE**

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

**No Impact.** A significant impact may occur only if the Proposed Project would have an identified potentially significant impact for any of the above issues. The Proposed Project is located in a densely populated urban area and would have no unmitigated significant impacts with respect to biological resources and less-than-significant cultural resource impacts provided the regulatory compliance measures listed above are implemented. The Proposed Project would not degrade the quality of the environment, reduce or threaten any fish or wildlife species (endangered or otherwise), or eliminate important examples of the major periods of California history or pre-history. Therefore, no impact would occur.

- 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**

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

**Less Than Significant Impact.** A significant impact may occur if the Proposed Project, in conjunction with other 69 related projects in the area of the Project Site, would result in impacts that would be less than significant when viewed separately, but would be significant when viewed together.

As concluded in this analysis, the Proposed Project's incremental contribution to cumulative impacts related to aesthetics, agriculture and forestry resources, air quality, biological resources, cultural quality, land use/planning, mineral resources, noise, population/housing, public services, recreation, transportation/traffic, and utilities would be less than significant. As such, the Proposed Project's contribution to cumulative impacts would be less than significant.

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

**Potentially Significant Impact Unless Mitigation Incorporated.** A significant impact may occur if the Proposed Project has the potential to result in significant impacts, as discussed in the preceding sections. Based on the preceding environmental analysis, the Proposed Project would not have significant environmental effects on human beings, either directly or indirectly. Any potentially significant impacts would be reduced to less-than-significant levels through the implementation of the applicable mitigation measures identified within this expanded Initial Study analysis.

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## **IV. PREPARERS AND PERSONS CONSULTED**

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## V. REFERENCES AND ACRONYMS

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### 1. REFERENCES

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## 2. ACRONYMS AND ABBREVIATIONS

AAM	Annual Arithmetic Mean
AB	Assembly Bill
ACM	Asbestos-containing materials
AEP	Association of Environmental Professionals
AFY	Acre-feet per year
APN	Assessor Parcel Number
AQMP	Air Quality Management Plan
ASTM	American Society of Testing and Materials
ASTs	above-ground storage tanks
ATCS	Adaptive Traffic Control System
Basin	South Coast Air Basin
BMPs	Best Management Practices
C/D	construction/demolition
CAA	Clean Air Act
CAAQS	California ambient air quality standards
Caltrans	California Department of Transportation
Cal/EPA	California Environmental Protection Agency
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CAT	Climate Action Team
CBC	California Building Code (2007)
CCAA	California Clean Air Act
CCAR	California Climate Action Registry
CCR	California Code of Regulations
CDFG	California Department of Fish and Game
CDMG	California Division of Mines and Geology
CEC	California Energy Commission
CEQA	California Environmental Quality Act

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CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
Cf	Cubic feet
CFC	Chlorofluorocarbons
CGS	California Geological Survey
CH <sub>4</sub>	Methane
CHMIRS	California Hazardous Material Incident Report System
CiSWMPP	City of Los Angeles Solid Waste Management Policy Plan
City Zoning Code	City of Los Angeles Planning and Zoning Code
CIWMA	California Integrated Waste Management Act
CLARTS	Central Los Angeles Refuse Transfer Station
CMP	Congestion Management Plan
CNEL	Community Noise Exposure Level
CO	carbon monoxide
CO <sub>2</sub>	carbon dioxide
CO <sub>2</sub> e	carbon dioxide equivalent
COHb	carboxyhemoglobin
COPC	Chemical of Potential Concern
CORRACTS	Corrective Action Treatment, Storage, and Disposal Facilities
CPA	Community Plan Area
CPC	City Planning Commission
CPT	cone penetrometer test
CPU	Crime Prevention Unit
CRA/LA	Community Redevelopment Agency of the City of Los Angeles
CUP	conditional use permit
CWA	Clean Water Act
CWC	California Water Code
cy	cubic yards
dB	decibel
dBA	A-weighted decibel scale
d/D	flow level
DHS	California Department of Health and Services
DOGGR	California Department of Conservation Division of Oil, Gas, and Geothermal Resources
DWP	Department of Water and Power
DWR	California Department of Water Resources
du	dwelling unit
EIR	Environmental Impact Report
EMS	Emergency Medical Service
EOO	Emergency Operations Organization
EPA	Environmental Protection Agency
ERNS	Emergency Response Notification System



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EZ	Los Angeles State Enterprise Zone
FAR	Floor Area Ratio
FCAA	Federal Clean Air Act
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FTIP	Federal Transportation Improvement Program
GBCI	Green Building Certification Institute
GHG	greenhouse gas
gpd	gallons per day
gpm	gallons per minute
GWP	Global Warming Potential
HFC	hydrofluorocarbons
HQTA	High-Quality Transit Areas
HSA	Hyperion Service Area
HTP	Hyperion Treatment Plant
HVAC	Heating, Ventilation and Air Conditioning
I-101	Hollywood Freeway
ISO	Interim Control Ordinance
ITE	Institute of Transportation Engineers
km	kilometers
kV	kilovolt
kWh	kilowatt-hours
LAA	Los Angeles Aqueduct
LAAFP	Los Angeles Aqueduct Filtration Plant
LABC	City of Los Angeles Building Code
LABS	Los Angeles Department of Public Works Bureau of Sanitation
LADBS	Los Angeles Department of Building and Safety
LADOT	Los Angeles Department of Transportation
LADRP	Los Angeles Department of Recreation and Parks
LADWP	Los Angeles Department of Water and Power
LAFD	Los Angeles Fire Department
LAMC	Los Angeles Municipal Code
LAPD	Los Angeles Police Department
LAPL	Los Angeles Public Library
LARWQCB	Los Angeles Regional Water Quality Control Board
LAUSD	Los Angeles Unified School District
LBP	Lead-based paint
lbs/day	pounds per day
LCFS	Low Carbon Fuel Standard
L <sub>dn</sub>	day-night average noise level
LEED	Leadership in Energy and Environmental Design
L <sub>eq</sub>	equivalent energy noise level/ambient noise level

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LID	Low Impact Development
LOS	Level of Service
LST	localized significance thresholds
LUST	leaking underground storage tank
LUTP	Land Use/Transportation Policy
MBTA	Migratory Bird Treaty Act
MCE	Maximum Considered Earthquake
MEP	maximum extent practicable
MERV	Minimum Efficiency Reporting Value
Metro	Los Angeles County Metropolitan Transit Authority
mgd	million gallons per day
mi	miles
MPO	Metropolitan Planning Organization
MS4	medium and large municipal separate storm sewer systems
msl	mean sea level
mm	millimeters
M <sub>max</sub>	maximum moment magnitude
MTA	Metropolitan Transportation Authority
MWD	Metropolitan Water District
MWh	Mega-Watt hours
N <sub>2</sub> O	nitrous oxide
NAAQS	National ambient air quality standards
NAHC	Native American Heritage Commission
NFRAP	No Further Remedial Action Planned Sites
NO <sub>2</sub>	nitrogen dioxide
NOP	Notice of Preparation
NO <sub>x</sub>	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities List
O <sub>3</sub>	Ozone
OAL	California Office of Administrative Law
OPA	Owner Participation Agreement
OPR	Office of Planning and Research
Pb	lead
PCB	polychlorinated biphenyl
PCE	tetrachloroethylene
PEC	Potential environmental concern
PFC	perfluorocarbons
PGA	peak horizontal ground acceleration
PM	particulate matter
PM <sub>10</sub>	respirable particulate matter
PM <sub>2.5</sub>	fine particulate matter

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ppd	pounds per day
ppm	parts per million
PRC	Public Resources Code
PSI	pounds per square inch
PUC	Public Utilities Commission (also see CPUC)
PWS	Public water suppliers
RCP	Regional Comprehensive Plan
RCPG	Regional Comprehensive Plan and Guide
RCRA	Resource Conservation Recovery Act
RD	Reporting District
REC	Recognized Environmental Condition
ROG	Reactive Organic Gases
ROWD	Report of Waste Discharge
RTP	Regional Transportation Plan
RTP/SCS	Regional Transportation/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCG	Southern California Gas Company
SCH	State Clearinghouse
sf	square feet
SF <sub>6</sub>	sulfur hexafluoride
SIP	State Implementation Plan
SLIC	Spills, Leaks, Investigation and Cleanup
SO <sub>2</sub>	sulfur dioxide
SO <sub>4</sub>	sulfates
SO <sub>x</sub>	sulfur oxides
SOPA	Society of Professional Archeologist
SPT	Standard Penetration Test
SR-110	Harbor Freeway
SRA	source receptor area
SRRE	Source Reduction and Recycling Element
SUSMP	Standard Urban Storm Water Mitigation Plan
SWAT	Solid Waste Assessment Test
SWF/LF	Solid Waste Information System
SWFP	Solid Waste Facility Permit
SWMP	Stormwater Management Plan
SWMPP	Solid Waste Management Policy Plan
SWP	State Water Project
SWPPP	Storm Water Pollution Prevention Plan

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SWRCB	State Water Resource Control Board
TAC	Toxic Air Contaminants
TCM	transportation control measures
TDM	Transportation Demand Management Plan
TFAR	Transfer of Floor Area Rights
TIA	Traffic Impact Assessment
TOD	Transit Oriented District
TPH	total petroleum hydrocarbons
TSD	Treatment, Storage, and Disposal
TSP	Transportation Specific Plan
ULSD	Ultra Low Sulfur Diesel
US-101	Hollywood Freeway
USEPA/ U.S. EPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGBC	United States Green Building Council
USGS	U.S. Geological Survey
UST	underground storage tank
UWMP	Urban Water Management Plan
V/C	Volume-to-Capacity
VCP	Voluntary Cleanup Plan
VdB	Vibration decibels
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
VRF	Variable Refrigerant Flow Air-conditioning
WE	Water Efficiency
WMA	Watershed Management Area
WMUDS	Waste Management Unit Database System
WSA	Water Supply Assessment
µg/m <sup>3</sup>	micrograms per cubic meter
ZIMAS	Zoning Information and Map Access System