

No: NG-16-350-PLCertified by MAVDate: 10/7/16CITY OF LOS ANGELES  
OFFICE OF THE CITY CLERK  
ROOM 395, CITY HALL  
LOS ANGELES, CA 90012CALIFORNIA 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 – Mitch O’Farrell
<b>PROJECT TITLE:</b> Hollywood Presbyterian Medical Center Acute-Care Services Replacement Hospital Building	<b>ENVIRONMENTAL CASE:</b> ENV-2016-3208-MND	<b>CASE NO:</b> DIR-2016-3207-SPP-SPR
<b>PROJECT LOCATION:</b> 1300-1322 North Vermont Avenue and 4575 West Fountain Avenue		
<p><b>PROJECT DESCRIPTION:</b> Hollywood Presbyterian Medical Center (HPMC) (“Applicant”) proposes to construct a new five-story (four above-grade and a basement level) building in the existing hospital campus (“Project”). The new building will contain approximately 134,750 square feet of floor area, as defined by the Los Angeles Municipal Code (LAMC), with a height of approximately 85 feet. The new building (“Acute Care Replacement Hospital Building”) will contain a 20-bay replacement emergency department, labor and delivery with NICU, surgical department, kitchen, morgue, information technology (IT) rooms, storage, physical parking, and mechanical spaces in the basement.</p> <p>The Project Site is currently developed with five hospital buildings (North Wing, South Wing, Patient Tower, Doctors Tower, and Special Deliveries Building) containing a total of approximately 651,116 square feet of floor area. The Applicant is seeking to relocate some of the acute care and service departments in these existing buildings into the new building in order to comply with Senate Bill 90, which requires all hospitals to retrofit, replace or remove acute-care services from hospital buildings not meeting the state’s seismic criteria.</p> <p>The California Office of Statewide Health Planning and Development (OSHPD) adopted seismic performance standards for hospitals, such as Structural Performance Category 1 (SPC1) for buildings that pose a significant risk of collapse and danger to the public after a strong earthquake, and SPC2 for buildings that pose a lower risk of collapse and danger to the public after a strong earthquake. The North Wing is currently classified as Structural Performance Category 1 (SPC1) and must be replaced and operational by the year 2020, and the South Wing and Doctors Tower are classified as SPC2 and must be replaced and operational by the year 2030.</p> <p>The Applicant proposes to relocate approximately 61,927 square feet of hospital functions and departments in existing buildings into the new building. Approximately 19,019 square feet of the kitchen and emergency department on the first floor of the North Wing will be relocated. The entire North Wing will be decommissioned once replaced. Approximately 30,933 square feet of the replaced spaces in the South Wing, Doctors Tower, and Patient Tower will be converted to administrative office use, and approximately 10,465 square feet of the replaced spaces in these buildings will be converted to storage use. The 1,510-square-foot Special Deliveries building will be demolished. The Applicant also proposes the demolition of a portion (approximately 25,841 square feet) of an existing three-level parking structure located east of the proposed building in the campus. The Project will be constructed on an approximately 246,726-square-foot (5.66-acre) area of the 378,770-square-foot (8.70-acre) Project Site. Ambulatory emergency patient drop-off will be accommodated on the first level, which can be accessed from the separate driveway off of De Longpre Avenue. Hospital visitor and non-emergency patient drop-offs will be accommodated on the ground level of the existing Patient Tower from a reconfigured driveway, access plaza, and canopy off of Fountain Avenue. There will be no increase in the number of licensed beds or patients associated with implementation of the proposed Project.</p> <p>The Project Site is located within Subarea C – Community Center of the Vermont/Western Transit Oriented District Specific Plan (“Station Neighborhood Area Plan” or SNAP). The Project Site is also located within the boundaries</p>		

of the Hollywood Community Plan ("Community Plan") area in Central Los Angeles. The Site is zoned C2-CSA1 and designated for Community Commercial land uses.

The Applicant requests a Project Permit Compliance Review to allow the Proposed Project located within the geographic boundaries of the Vermont/Western SNAP and a Site Plan Review for a Project that would result in an increase of, 50,000 gross square feet or more of nonresidential floor area. The Applicant would also request approvals and permits from the Department of Building and Safety (and other municipal agencies) for Project construction activities including, but not limited to the following: demolition, excavation, shoring, grading, foundation, and haul routes. Approximately 30,000 cubic yards of soil will be moved during grading, and approximately 30,000 cubic yards will be exported.

**NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY:**

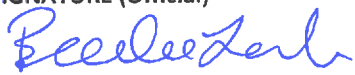
CHA Reproductive Managing Group & CHS Property Holdings, LP, C/O Jes Lee  
1300 Vermont Ave  
Los Angeles, California 90027

**FINDING:** 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 significance.

**SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED**

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 mitigated negative declaration, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.

**THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED**

<b>NAME OF PERSON PREPARING FORM</b> Nuri Cho	<b>TITLE</b> Planning Assistant	<b>TELEPHONE NUMBER</b> (213) 978-1177
<b>ADDRESS</b> 200 North Spring Street, Room 621 Los Angeles, CA 90012	<b>SIGNATURE (Official)</b> 	<b>DATE</b> NOVEMBER 14, 2016

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**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 – Mitch O’Farrell	<b>DATE:</b>
<b>RESPONSIBLE AGENCIES:</b> Department of City Planning		
<b>ENVIRONMENTAL CASE:</b> ENV-2016-3208-MND	<b>RELATED CASES:</b> N/A	
<b>PREVIOUS ACTIONS CASE NO.</b> N/A	<input type="checkbox"/> DOES have significant changes from previous actions. <input checked="" type="checkbox"/> DOES NOT have significant changes from previous actions.	
<p><b>PROJECT DESCRIPTION:</b> Hollywood Presbyterian Medical Center (HPMC) (“Applicant”) proposes to construct a new five-story (four above-grade and a basement level) building in the existing hospital campus (“Project”). The new building will contain approximately 134,750 square feet of floor area, as defined by the Los Angeles Municipal Code (LAMC), with a height of approximately 85 feet. The new building (“Acute Care Replacement Hospital Building”) will contain a 20-bay replacement emergency department, labor and delivery with NICU, surgical department, kitchen, morgue, information technology (IT) rooms, storage, physical parking, and mechanical spaces in the basement.</p> <p>The Project Site is currently developed with five hospital buildings (North Wing, South Wing, Patient Tower, Doctors Tower, and Special Deliveries Building) containing a total of approximately 651,116 square feet of floor area. The Applicant is seeking to relocate some of the acute care and service departments in these existing buildings into the new building in order to comply with Senate Bill 90, which requires all hospitals to retrofit, replace or remove acute-care services from hospital buildings not meeting the state’s seismic criteria.</p> <p>The California Office of Statewide Health Planning and Development (OSHPD) adopted seismic performance standards for hospitals, such as Structural Performance Category 1 (SPC1) for buildings that pose a significant risk of collapse and danger to the public after a strong earthquake, and SPC2 for buildings that pose a lower risk of collapse and danger to the public after a strong earthquake. The North Wing is currently classified as Structural Performance Category 1 (SPC1) and must be replaced and operational by the year 2020, and the South Wing and Doctors Tower are classified as SPC2 and must be replaced and operational by the year 2030.</p> <p>The Applicant proposes to relocate approximately 61,927 square feet of hospital functions and departments in existing buildings into the new building. Approximately 19,019 square feet of the kitchen and emergency department on the first floor of the North Wing will be relocated. The entire North Wing will be decommissioned once replaced. Approximately 30,933 square feet of the replaced spaces in the South Wing, Doctors Tower, and Patient Tower will be converted to administrative office use, and approximately 10,465 square feet of the replaced spaces in these buildings will be converted to storage use. The 1,510-square-foot Special Deliveries building will be demolished. The Applicant also proposes the demolition of a portion (approximately 25,841 square feet) of an existing three-level parking structure located east of the proposed building in the campus. The Project will be constructed on an approximately 246,726-square-foot (5.66-acre) area of the 378,770-square-foot (8.70-acre) Project Site. Ambulatory emergency patient drop-off will be accommodated on the first level, which can be accessed from the separate driveway off of De Longpre Avenue. Hospital visitor and non-emergency patient drop-offs will be accommodated on the ground level of the existing Patient Tower from a reconfigured driveway, access plaza, and canopy off of Fountain Avenue. There will be no increase in the number of licensed beds or patients associated with implementation of the proposed Project.</p>		

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**ENVIRONMENTAL SETTING:** The Project Site comprises approximately 378,770 square feet of lot area and contains several existing buildings and structures, including a one-story, 1,150-square-foot special deliveries building; a six-story (including a basement), 126,005-square-foot North Wing building with radiation oncology, kitchen, and emergency room; a six-story (including a basement), 81,607-square-foot South Wing building; a 11-story (including a basement), 198,500-square-foot Patient Tower; a 11-story (including a basement), 242,594-square-foot Doctors Tower; and a three-level parking structure. The Project Site also contains surface parking lots, courtyards, landscaped open space areas, and driveways. Vehicular access to the Project Site is provided from all streets, including Vermont Avenue, Fountain Avenue, Lyman Place, and De Longpre Avenue. The Project Site is located in a Special Grading Area (Bureau of Engineering Basic Grid Map A-13372) according to the Zoning Information and Map Access System (ZIMAS) of the City of Los Angeles. Further details and photographs of the existing Project Site and surrounding area are provided in the Initial Study.

<b>PROJECT LOCATION:</b> 1300-1322 North Vermont Avenue and 4575 West Fountain Avenue		
<b>COMMUNITY PLAN AREA:</b> Hollywood Community Plan  <b>STATUS:</b> <input type="checkbox"/> Preliminary <input checked="" type="checkbox"/> Does Conform to Plan <input type="checkbox"/> Proposed <input type="checkbox"/> Does NOT Conform to Plan <input checked="" type="checkbox"/> ADOPTED in 1988		<b>AREA PLANNING COMMISSION:</b> Central  <b>CERTIFIED NEIGHBORHOOD COUNCIL:</b> East Hollywood
<b>EXISTING ZONING:</b> C2-CSA1	<b>MAX DENSITY ZONING:</b>	<b>LA River Adjacent:</b> No
<b>GENERAL PLAN LAND USE:</b> Community Commercial	<b>MAX. DENSITY PLAN:</b>	<b>PROPOSED PROJECT DENSITY:</b>

**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

Planning Assistant

Title

213-970-1177

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. 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 that 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 checked="" 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 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 AND TRAFFIC <input type="checkbox"/> UTILITIES <input type="checkbox"/> MANDATORY FINDINGS OF SIGNIFICANCE
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**INITIAL STUDY CHECKLIST** (To be completed by the Lead City Agency)

**Background**

**PROPONENT NAME:** CHA Reproductive Managing Group & CHS Property Holdings, LP, C/O Jes Lee

**PHONE NUMBER:** 213-487-3211

**APPLICANT ADDRESS:** 1300 Vermont Ave, Los Angeles, California 90027

**AGENCY REQUIRING CHECKLIST:** City of Los Angeles      **DATE SUBMITTED:** August 25, 2016  
 Department of City Planning

**PROPOSAL NAME (If Applicable):** Acute Care Services Replacement Hospital Building Project



		Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
PLEASE NOTE THAT EACH AND EVERY RESPONSE IN THE CITY OF LOS ANGELES INITIAL STUDY AND CHECKLIST IS SUMMARIZED FROM AND BASED UPON THE ENVIRONMENTAL ANALYSIS CONTAINED IN ATTACHEMENT B, EXPLANATION OF CHECKLIST DETERMINATIONS. PLEASE REFER TO THE APPLICABLE RESPONSE IN ATTACHMENT B FOR A DETAILED DISCUSSION OF CHECKLIST DETERMINATIONS.					
<b>4.1. 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
<b>4.2. 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>4.3 AIR QUALITY</b>					
a.	Conflict with or obstruct implementation of the SCAQMD 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 under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Mitigated Negative Declaration**

		Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
d.	Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>4.4 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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>4.5 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"/>

		Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
e.	Would the project Cause a substantial adverse change in the significance of a Tribal Cultural Resource as defined in Public	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>4.6 GEOLOGY AND SOILS</b>					
<i>Would the project:</i>					
a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
i.	Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the state geologist for the area or based on other substantial evidence of a known fault? Refer to division of mines and geology special publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii.	Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii.	Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv.	Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v.	Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
vi.	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 checked="" type="checkbox"/>	<input type="checkbox"/>
vii.	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 checked="" type="checkbox"/>	<input type="checkbox"/>
viii.	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>4.7 GREENHOUSE GAS EMISSIONS</b>					
<i>Would the project:</i>					
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>4.8 HAZARDS AND HAZARDOUS MATERIALS</b>					
<i>Would the project:</i>					
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Mitigated Negative Declaration**

		Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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>4.9 HYDROLOGY AND WATER QUALITY</b>					
<i>Would the project:</i>					
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"/>

**Mitigated Negative Declaration**

		Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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, injury 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>4.10 LAND USE AND PLANNING</b>					
<i>Would the project:</i>					
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 type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>4.11 MINERAL RESOURCES</b>					
<i>Would the project:</i>					
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>4.12 NOISE</b>					
<i>Would the project:</i>					
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"/>

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		Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
b.	Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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>4.13 POPULATION AND HOUSING</b>					
<i>Would the project:</i>					
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>4.14 PUBLIC SERVICES</b>					
a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
i.	Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii.	Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii.	Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv.	Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v.	Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

		Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
<b>4.15 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
<b>4.16 TRANSPORTATION AND TRAFFIC</b>					
<i>Would the project:</i>					
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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	Result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f.	Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>4.17 UTILITIES &amp; SERVICE SYSTEMS</b>					
<i>Would the project:</i>					
a.	Exceed wastewater treatment requirements of the applicable regional water quality control board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>



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		Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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>4.18 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 checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	<input 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-2016-3208-MND and the associated case(s), and DIR-2016-3207-SPP-SPR. Finally, based on the fact that these impacts can be feasibly mitigated to a less than significant level, and based on the findings and thresholds for Mandatory Findings of Significance as described in State *CEQA Guidelines*, 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 the number or restrict the 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 previously and may be viewed in the Environmental Unit, Room 750, City Hall.

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

<b>PREPARED BY:</b> Nuri Cho	<b>TITLE:</b> Planning Assistant	<b>TELEPHONE NO.:</b> 213-978-1177	<b>DATE:</b>
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Environmental Analysis Explanation Table

Impact		Explanation	Mitigation Measures
<b>4.1 AESTHETICS</b>			
a.	No Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
b.	No Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
c.	No Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
d.	No Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
<b>4.2 AGRICULTURAL RESOURCES</b>			
a.	No Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
b.	No Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
c.	No Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
d.	No Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
e.	No Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
<b>4.3 AIR QUALITY</b>			
a.	Less than Significant Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
b.	Less than Significant Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
c.	Less than Significant Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
d.	Less than Significant Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
e.	Less than Significant Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
<b>4.4 BIOLOGICAL RESOURCES</b>			
a.	Less than Significant with Project Mitigation	See environmental analysis provided in the Initial Study (IS).	<b>BIO-1</b>
b.	No Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
c.	No Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
d.	No Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.

Impact		Explanation	Mitigation Measures
e.	No Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
f.	No Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
<b>4.5 CULTURAL RESOURCES</b>			
a.	Less than Significant Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
b.	Less than Significant Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
c.	Less than Significant Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
d.	Less than Significant Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
e.	Less than Significant Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
<b>4.6 GEOLOGY AND SOILS</b>			
a.	Less than Significant Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
b..	Less than Significant Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
c.	Less than Significant Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
d.	No Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
e.	Less than Significant Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
f.	Less than Significant Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
g.	Less than Significant Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
h.	No Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
<b>4.7 GREENHOUSE GAS EMISSIONS</b>			
a.	Less than Significant Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
b.	Less than Significant Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
<b>4.8 HAZARDS AND HAZARDOUS MATERIALS</b>			
a.	Less than Significant Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
b.	Less than Significant Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.

Impact		Explanation	Mitigation Measures
c.	Less than Significant Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
d.	Less than Significant Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
e.	No Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
f.	No Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
g.	Less than Significant with Project Mitigation	See environmental analysis provided in the Initial Study (IS).	HAZ-1
h.	No Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
<b>4.9 HYDROLOGY AND WATER QUALITY</b>			
a.	Less than Significant Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
b.	No Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
c.	Less than Significant Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
d.	No Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
e.	Less than Significant Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
f.	No Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
g.	No Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
h.	No Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
i.	Less than Significant Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
j.	No Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
<b>4.10 LAND USE AND PLANNING</b>			
a.	No Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
b.	No Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
c.	No Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.

Impact		Explanation	Mitigation Measures
<b>4.11 MINERAL RESOURCES</b>			
a.	No Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
b.	No Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
<b>4.12 NOISE</b>			
a.	Less than Significant with Project Mitigation	See environmental analysis provided in the Initial Study (IS).	NOI-1
b.	Less than Significant Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
c.	Less than Significant Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
d.	Less than Significant with Project Mitigation	See environmental analysis provided in the Initial Study (IS).	NOI-1
e.	No Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
f.	No Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
<b>4.13 POPULATION AND HOUSING</b>			
a.	Less than Significant Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
b.	No Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
c.	No Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
<b>4.14 PUBLIC SERVICES</b>			
a.	Less than Significant Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
b.	Less than Significant Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
c.	No Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
d.	No Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
e.	No Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
<b>4.15 RECREATION</b>			
a.	No Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
b.	No Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.



Impact		Explanation	Mitigation Measures
<b>4.16 TRANSPORTATION AND TRAFFIC</b>			
a.	Less than Significant Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
b.	No Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
c.	No Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
d.	Less than Significant with Project Mitigation	See environmental analysis provided in the Initial Study (IS).	<b>TRA-1 and TRA-2</b>
e.	Less than Significant with Project Mitigation	See environmental analysis provided in the Initial Study (IS).	<b>HAZ-1</b>
f.	No Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
<b>4.17 UTILITIES</b>			
a.	No Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
b.	No Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
c.	No Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
d.	Less than Significant	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
e.	Less than Significant	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
f.	Less than Significant	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
g.	Less than Significant	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
<b>4.18 MANDATORY FINDINGS OF SIGNIFICANCE</b>			
a.	Less than Significant Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
b.	Less than Significant Impact	See environmental analysis provided in the Initial Study (IS).	No mitigation measures are required.
c.	Less than Significant with Project Mitigation	See environmental analysis provided in the Initial Study (IS).	Applicable mitigation measures stated from Section 4.1 to Section 4.17.

## MITIGATION MEASURES

### 4.1 Aesthetics

No mitigation measures are required.

### 4.2 Agriculture and Forestry Resources

No mitigation measures are required.

### 4.3 Air Quality

No mitigation measures are required.

### 4.4 Biological Resources

#### BIO-1 Habitat Modification (Nesting Native Birds, Non-Hillside or Urban Areas)

- Proposed Project activities (including disturbances to native and non-native vegetation, structures, and substrates) should take place outside of the breeding season for birds which generally runs from March 1 to August 31 (and as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (California Fish and Wildlife Code Section 86).
- If Project activities cannot feasibly avoid the breeding season, beginning 30 days prior to the disturbance of suitable nesting habitat, the Applicant shall:
  - a. Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the Project Site, as access to adjacent areas allows. The surveys shall be conducted by a Qualified Biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
  - b. If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31.
  - c. Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction (within 300 feet of the nest or as determined by a qualified biological monitor) shall be postponed until the

nest is vacated and juveniles have fledged, and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.

- d. The Applicant shall record the results of the recommended protective measures described previously to document compliance with applicable State and federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

#### **4.5 Cultural Resources**

No mitigation measures are required.

#### **4.6 Geology and Soils**

No mitigation measures are required.

#### **4.7 Greenhouse Gas Emissions**

No mitigation measures are required.

#### **4.8 Hazards and Hazardous Materials**

##### **HAZ-1 Emergency Evacuation Plan**

- 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 limited to the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals and fire departments.

#### **4.9 Hydrology and Water Quality**

No mitigation measures are required.

#### **4.10 Land Use and Planning**

No mitigation measures are required.

#### **4.11 Mineral Resources**

No mitigation measures are required.

## **4.12 Noise**

### **NOI-1 Increased Noise Levels (Demolition, Grading and Construction Activities)**

- The Project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
- The Project shall comply with Section 41.40 of the Los Angeles Municipal Code, which limits allowable construction and demolition to the hours of 7:00 AM to 6:00 PM, Monday through Friday, and 8:00 AM to 6:00 PM on Saturday. Construction shall not be permitted on Sundays.
- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, must be turned off when not in use for more than 30 minutes.
- Place noise-generating construction equipment and locate construction staging areas away from sensitive uses, where feasible.
- Stationary construction equipment, such as pumps, generators, or compressors, must be placed as far from noise sensitive uses as feasible during all phases of project construction.
- Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources.
- The project contractor shall use power construction equipment with State of the Art noise shielding and muffling devices.

## **4.13 Population and Housing**

No mitigation measures are required.

## **4.14 Public Services**

No mitigation measures are required.

## **4.15 Recreation**

No mitigation measures are required.

## **4.16 Transportation and Traffic**

### **TRA-1            Safety Hazards**

- The developer shall install appropriate traffic signs around the site to ensure pedestrian, bicycle, and vehicle safety during construction.

### **TRA-2            Transportation/Traffic**

- 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 should 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.

## **4.17 Utilities and Service Systems**

No mitigation measures are required.

## **4.18 Mandatory Findings of Significance**

Applicable mitigation measures stated from **Section 4.1** to **Section 4.17** would be required.

## 1.0 PROJECT INFORMATION

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**Project Title:** Acute Care Services Replacement Hospital Building Project

**Project Location:** 1300-1322 North Vermont Avenue and 4575 West Fountain Avenue, Los Angeles, California

**Project Applicant:** CHA Reproductive Managing Group & CHS Property Holdings, LP

**Lead Agency:** City of Los Angeles  
Department of City Planning  
200 N. Spring Street, Room 621  
Los Angeles, CA 90012

### PROJECT SUMMARY

The subject of this Initial Study Analysis is the Acute Care Services Replacement Hospital Building Project (“Project”). Hollywood Presbyterian Medical Center (HPMC) (“Applicant”) proposes to construct a new five-story (four above-grade and a basement level) building in the existing hospital campus (“Project”). The new building will contain approximately 134,750 square feet of floor area, as defined by the Los Angeles Municipal Code (LAMC), with a height of approximately 85 feet. The new building (“Acute Care Replacement Hospital Building”) will contain a 20-bay replacement emergency department, labor and delivery with NICU, surgical department, kitchen, morgue, information technology (IT) rooms, storage, physical parking, and mechanical spaces in the basement. Ambulatory emergency patient drop-off will be accommodated on the first level, which can be accessed from the separate driveway off of De Longpre Avenue. Hospital visitor and non-emergency patient drop-offs will be accommodated on the ground level of the existing Patient Tower from a reconfigured driveway, access plaza, and canopy off of Fountain Avenue. There will be no increase in the number of licensed beds or patients associated with implementation of the proposed Project. The Project will be constructed on an approximately 246,726-square-foot (5.66-acre) area of the 378,770-square-foot (8.70-acre) Project Site.

The Project Site is currently developed with five hospital buildings (North Wing, South Wing, Patient Tower, Doctors Tower, and Special Deliveries Building) containing a total of approximately 651,116 square feet of floor area. The Applicant is seeking to relocate some of the acute care and service departments in these existing buildings into the new building in order to comply with Senate Bill 90, which requires all hospitals to retrofit, replace or remove acute-care services from hospital buildings not meeting the state’s seismic criteria.

The Project Site is located within Subarea C – Community Center of the Vermont/Western Transit Oriented District Specific Plan (“Station Neighborhood Area Plan” or SNAP). The Project Site is also located within the boundaries of the Hollywood Community Plan (“Community Plan”) area in Central Los Angeles. The Site is zoned C2-CSA1 and designated for Community Commercial land uses.

## ORGANIZATION OF INITIAL STUDY ANALYSIS

This Initial Study is organized into six sections as follows:

**Section 1.0, Introduction**, provides introductory information such as the Project title, the Project Applicant, and the lead agency for the Project.

**Section 2.0, Existing Conditions**, describes the existing conditions, surrounding land use, general plan, and existing zoning in the Project Site.

**Section 3.0, Project Description**, provides a detailed description of the Project, including the environmental setting, Project characteristics, Project objectives, and environmental clearance requirements.

**Section 4.0, Environmental Analysis**, includes an analysis for reach resource topic and identifies impacts of implementing the Project. It also identifies mitigation measures, if applicable.

**Section 5.0, References**, identifies all printed references and individuals cited in this Initial Study.

**Section 6.0, List of Preparers**, identifies the individuals who prepared this report and their areas of technical specialty.

The following appendices present data supporting the analysis or contents of this Initial Study.

- Appendix A, Air Quality and Greenhouse Gas Background and Modeling Data
- Appendix B, Geotechnical Study and Geology and Soils Report Approval Letter
- Appendix C, Noise Background and Modeling Data
- Appendix D, Traffic Study and Department of Transportation Interdepartmental Correspondence
- Appendix E, LUST Report

This Initial Study is a preliminary analysis prepared by and for the City of Los Angeles as the Lead Agency to determine whether an Environmental Impact Report (EIR), Negative Declaration (ND), or Mitigated Negative Declaration (MND) must be prepared for a proposed project. An MND is prepared for a project when the Initial Study has identified potentially significant effects on the environment but (1) revisions in



the project plans or proposals made or agreed to by the applicant before the proposed Negative Declaration and Initial Study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effect on the environment would occur; and (2) there is no substantial evidence in light of the whole record before the public agency that the project, as revised, may have a significant effect on the environment.

Implementation of the Proposed Project could cause some potentially significant impacts on the environment, but as in the environmental analysis contained in this Initial Study, all of the Project's potentially significant impacts would be reduced to less than significant levels through the implementation of mitigation measures. Consequently, the analysis contained herein concludes that a MND shall be prepared for the Project.

## 2.0 EXISTING CONDITIONS

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### PROJECT LOCATION

The Acute Care Services Replacement Building (“Project”) is located within Subarea C – Community Center of the Vermont/Western Transit Oriented District Specific Plan Area (“Station Neighborhood Area Plan” or SNAP) and the Hollywood Community Plan (“Community Plan”). The location of the Project Site is shown in **Figure 2.0-1, Project Location Map**.

The Project Site includes approximately 378,770 square feet (8.70 acres) of lot area and is bound by De Longpre Avenue, a private street, to the north, Vermont Avenue to the west, Fountain Avenue to the south, and Lyman Place to the east.

### REGIONAL AND LOCAL ACCESS

#### Regional Access

Primary regional access to the Community Plan area is provided by the Hollywood Freeway (US 101), which runs in a north–south direction to the west of the Project Site. Primary access to and from the US 101 is via an interchange at Sunset Boulevard. Regional access is also provided by the Los Angeles County Metropolitan Transportation Authority (Metro) Red Line. In addition, State Route (SR) 134 is located to the north, Interstate 5 (I-5) is located to the east, and the Harbor/Pasadena Freeway (I-110/ SR 110) is located to the south.

#### Local Street Access

The major arterials providing regional and subregional access to the Proposed Project include Vermont Avenue and Fountain Avenue. The following is a brief description of the major roadways near the Proposed Project.

**Vermont Avenue:** Vermont Avenue is designated as Avenue I by the City of Los Angeles General Plan Mobility Plan 2035 (“Mobility Plan”) and travels in the north–south direction. It is located west of the Project Site and provides four travel lanes.

**Fountain Avenue:** Fountain Avenue is designated as Avenue III by the Mobility Plan and travels in the east–west direction. It is located south of the Project Site and provides two travel lanes.

**De Longpre Avenue:** De Longpre Avenue is a private street that travels in the east-west direction. It is located adjacent to and north of the Project Site and provides two travel lanes.

**Lyman Place:** Lyman Place is designated as Local Street – Standard by the Mobility Plan and travels in the north–south direction. It is located immediately adjacent to and east of the Project Site and provides two travel lanes.

**Sunset Boulevard:** Sunset Boulevard is designated as Avenue I by the Mobility Plan and travels in the east–west direction. It is located north of the Project Site, and provides four travel lanes.

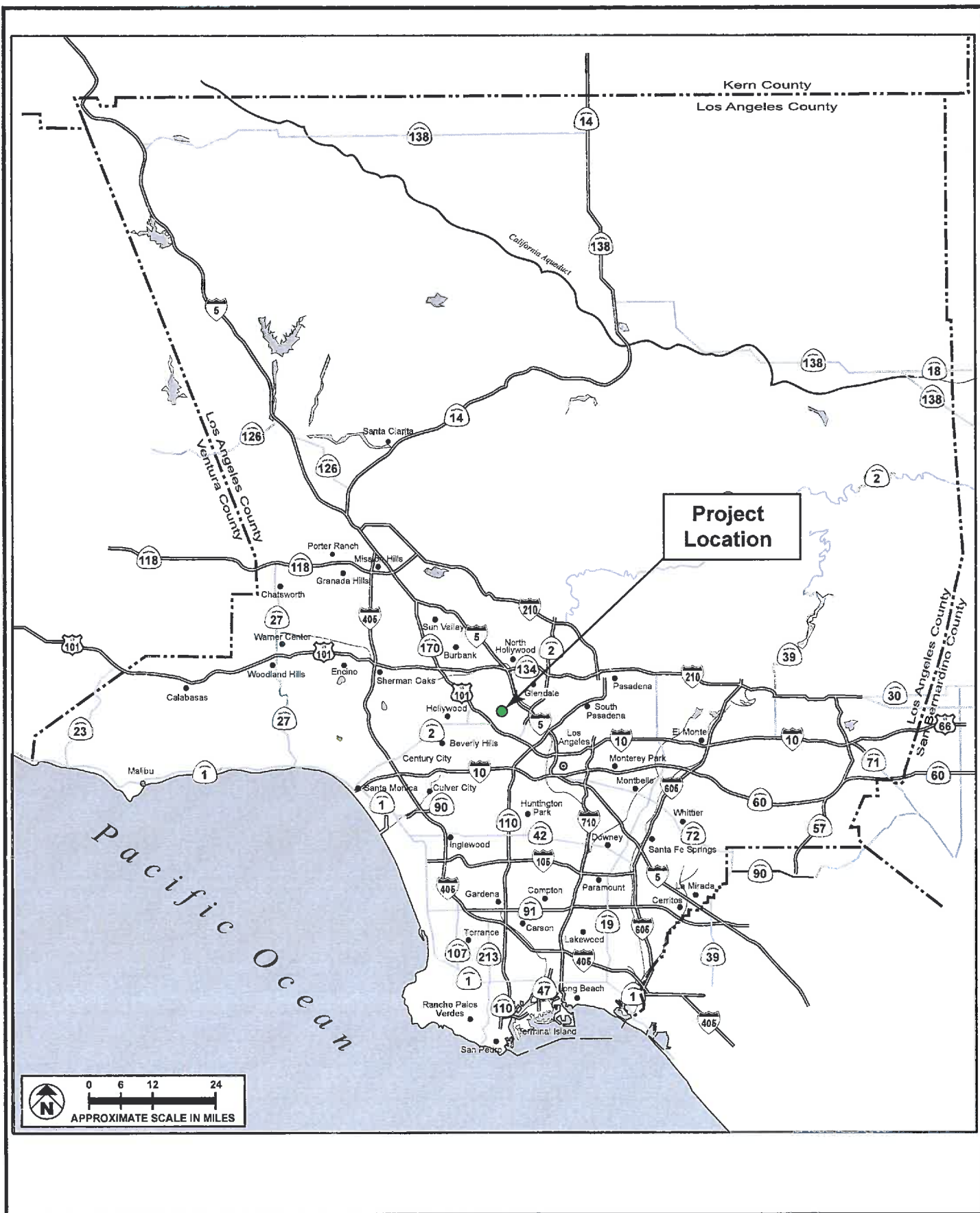


FIGURE 2.0-1

## Public Transit

The Project area is currently served by several local and intercity transit operators. The Project Site is approximately 0.1 miles from the Metro Red Line station at Sunset Boulevard and Vermont Avenue. This station serves the Metro Red Line, which runs between North Hollywood and Downtown Los Angeles, connecting with the Metro Orange Line in North Hollywood, the Metro Purple Line at Wilshire Boulevard, the Metro Blue Line and Metro Expo Line in Downtown Los Angeles, and the Metro Gold Line at Union Station.

## LAND USE AND ZONING

The Project Site is located within the Vermont/Western Station Neighborhood Area Plan (SNAP), which is located within the Hollywood Community Plan area in the City of Los Angeles. The Project Site is also located within 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 that include the Los Angeles State Enterprise Zone and Transit Priority Area.

## Hollywood Community Plan

The stated intent of the Community Plan is to allow Hollywood to continue to be a major center of population, employment, retail services, and entertainment; and to provide housing to satisfy the varying needs and desires of all economic segments of the community, maximizing the opportunity for individual choice. The Community Plan designates the Project Site for Community Commercial land uses. The Community Plan also includes four specific plans, one of which is the SNAP, as noted earlier.

## Los Angeles Municipal Code

Consistent with the Community Plan, the Project Site is zoned C2 (Commercial Zone) and designated for Community Commercial land uses. The C2 zone permits a variety of commercial uses, such as retail, service stations and garages, business, churches, schools, and auto sales. The Project Site is also designated for Height District Centers Study Area (CSA) 1, which does not have a height restriction but is limited to a floor area ratio (FAR) of 3:1.<sup>1</sup>

## Vermont/Western Station Neighborhood Area Plan

The Project Site is located within the northeastern portion of the SNAP. The SNAP was adopted to make the neighborhood livable, economically viable, and pedestrian and transit friendly in an effort to achieve the maximum benefit from the subway stations located in the area. In addition, the SNAP includes

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1 City of Los Angeles Municipal Code, sec. 12.32, Land Use Legislative Actions, Special Zoning Classifications, D Development Limitations.

standards and plans to transform neighborhood streets into shared streets to create safer routes to school and transit, with the ultimate goal of creating a transit-friendly area. The Project Site is located within Subarea C – Community Center. The allowed uses and standards of Subarea C are described below.

### **Subarea C – Community Center**

Subarea C (Community Center) permits residential uses permitted in the R4 Zone by the Los Angeles Municipal Code (LAMC) Section 12.11, commercial uses permitted the C4 Commercial Zone by LAMC Section 12.16, Hospital and Medical Uses, Live/Work Quarters and Small Assembly Workshops, provided that all requirements in the SNAP are met.

The maximum permitted height for hospital and medical uses is 100 feet, and the maximum floor area ratio (FAR) permitted is 3:1. Additionally, Section E.4 specifies the number of parking spaces required for hospital and medical uses. Hospitals must provide a minimum number of one parking space for each patient bed for which the hospital is licensed, and a maximum of two parking spaces for each patient bed for which the hospital is licensed.<sup>2</sup>

The SNAP also includes Development Standards and Design Guidelines, which contain provisions and criteria regarding site planning, building design, façade treatments, open space, landscaping and other standards for private properties as well as public right-of-way and facilities located within the SNAP area. The Development Standards are legal requirements that address those aspects of site development and building design for which physical specifications can be described. Design Guidelines are strong recommendations that provide direction for more subjective considerations. The Proposed Project is subject to Section VIII. Development Standards and Design Guidelines for Hospital and Medical Centers.

### **Relationship Between the SNAP and Los Angeles Municipal Code**

Wherever the Specific Plan contains provisions which require or permit greater or lesser heights, parking, use, or other controls on development than would be allowed or required pursuant to the provisions contained in Chapter 1 of the Code, the Specific Plan prevails and supersedes the applicable provisions of the Code. The SNAP limits the Project Site and hospital and medical uses to a FAR of 3:1 and building height of 100 feet, which supersedes the requirements of the Code.

### **State Enterprise Zones**

Enterprise Zone / Employment and Economic Incentive Program Areas (EZ), or otherwise known as the State Enterprise Zones, are specific geographic areas designated to receive various economic incentives

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<sup>2</sup> City of Los Angeles, *Vermont/Western Transit Oriented District Specific Plan (Station Neighborhood Area Plan)*, sec. E.4, Project Parking Requirements, Hospital and Medical Uses (2001).

for stimulating local investment and employment, in addition to other State-level incentives. Within the Community Plan area, the Enterprise Zone generally includes the Hollywood Hills, in addition to the area bound by Franklin, Hoover, Melrose, and La Brea Avenues.<sup>3</sup>

## Transit Priority Areas

On September 2013, the Governor of California signed into law Senate Bill (SB) 743, which instituted changes to the California Environmental Quality Act (CEQA) when evaluating environmental impacts to projects located in areas served by transit. SB 743 addresses a major overhaul on how transportation impacts are evaluated under CEQA, and also limits the extent to which aesthetics and parking are defined as impacts under CEQA. Specifically, Section 21099 (d)(1) of the Public Resources Code (PRC) states that a project's aesthetics and parking impacts shall not be considered a significant impact on the environment if: (a) the project is a residential, mixed-use residential, or employment center project; and (2) the project is located on an infill site within a transit priority area. The City of Los Angeles Department of City Planning established Transit Priority Areas (TPA) within its boundaries to identify project sites that are located within TPAs and implement SB 743. The proposed Project qualifies as an employment center project, which is defined as a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located within a transit priority area.

## EXISTING CONDITIONS

As shown in **Figure 2.0-2, Aerial Photograph of the Project Site**, **Figure 2.0-3, Existing Conditions**, and **Figure 2.0-4, Plot Plan—Existing Conditions**, the Project Site comprises approximately 378,770 square feet of lot area and contains several existing buildings and structures, including a one-story, 1,150-square-foot Special Deliveries Building; a six-story (including a basement), 126,905-square-foot North Wing building with radiation oncology, kitchen, and emergency room; a six-story (including a basement), 81,607-square-foot South Wing building; a 11-story (including a basement), 198,500-square-foot Patient Tower; a 11-story (including a basement), 242,594-square-foot Doctors Tower; and a three-level parking structure. The Project Site also contains surface parking lots, courtyards, landscaped open space areas, and driveways. Vehicular access to the Project Site is provided from all streets, including Vermont Avenue, Fountain Avenue, Lyman Place, and De Longpre Avenue.

The Project Site is located in a Special Grading Area (Bureau of Engineering Basic Grid Map A-13372) according to the Zoning Information and Map Access System (ZIMAS) of the City of Los Angeles.

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3 California Department of Housing and Community Development, *Map of Los Angeles—Hollywood State Enterprise Zone* (2010).

The North Wing is identified as a potential historic resource by the City of Los Angeles' SurveyLA, the Los Angeles Historic Resources Survey that identifies significant historic resources throughout the City, for its Renaissance Revival institutional architecture in Hollywood in the early 20<sup>th</sup> Century.<sup>4</sup>

## SURROUNDING LAND USES

Figure 2.0-5, **Land Use Map**, and Figure 2.0-6 **Zoning Map**, depicts the land use and zoning designation of the Project Site and the surrounding area.

**North:** The Project Site is bounded by Children's Hospital medical office building and a private street. These properties are zoned C2-CSA1 and designated for Community Commercial land uses.

**East:** Properties to the east of the Project Site, across Lyman Place are zoned C2-1D, C4-1D, and R4-1 and developed with a market, parking structures, warehouse, residential buildings, auto repair shop, and restaurant.

It should be noted that additional parking for the Hollywood Presbyterian Medical Center (HPMC) will be provided immediately east of the existing HPMC parking garage and Lyman Street, in a new Virgil Avenue parking structure, approved in December 2015 and to be constructed by approximately May 2017.

**South:** Properties to the south of the Project Site, across Fountain Avenue, are zoned C2-CSA1 and developed with medical offices, residential buildings, truck rental business, auto repair shop, gas station, and market.

**West:** Properties to the west of the Project Site, across Vermont Avenue, are zoned C2-CSA1 and developed with restaurants, cafes, salons, retail and office buildings.

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<sup>4</sup> City of Los Angeles, *Hollywood Individual Resources* (2015).



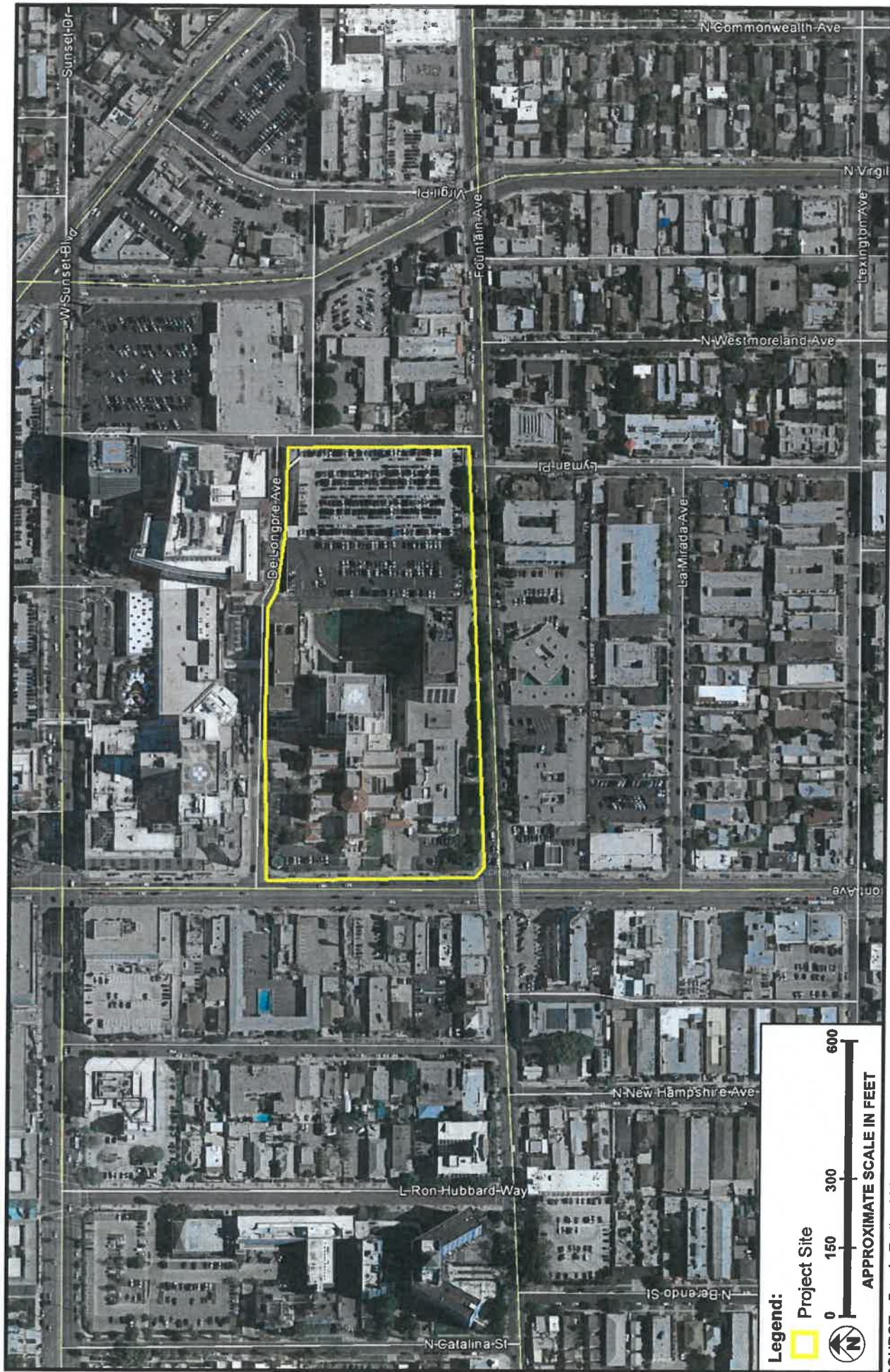
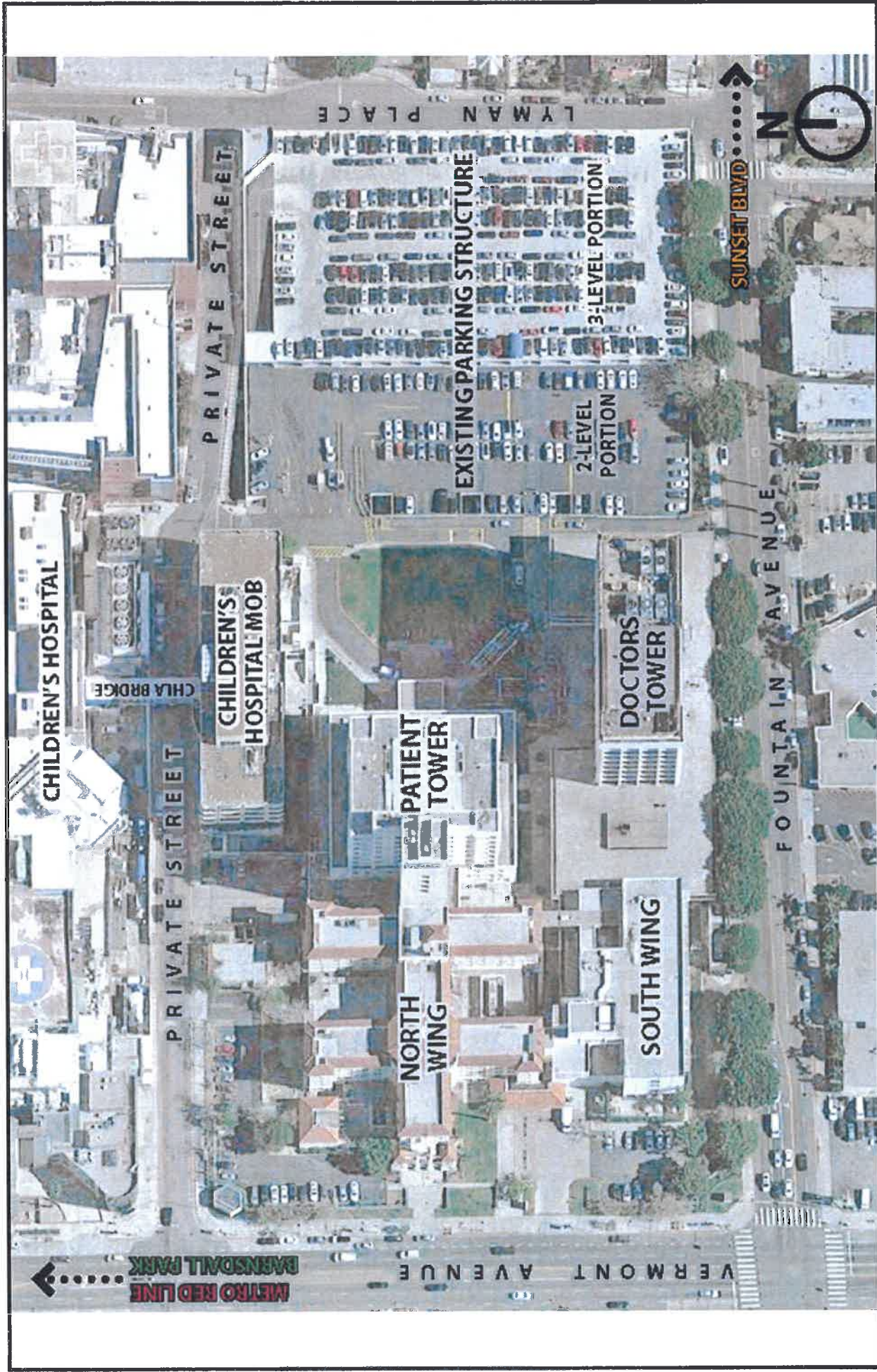


FIGURE 2.0-2

## Aerial Photograph of the Project Site





SOURCE: Google Earth - 2016

FIGURE 2.0-3



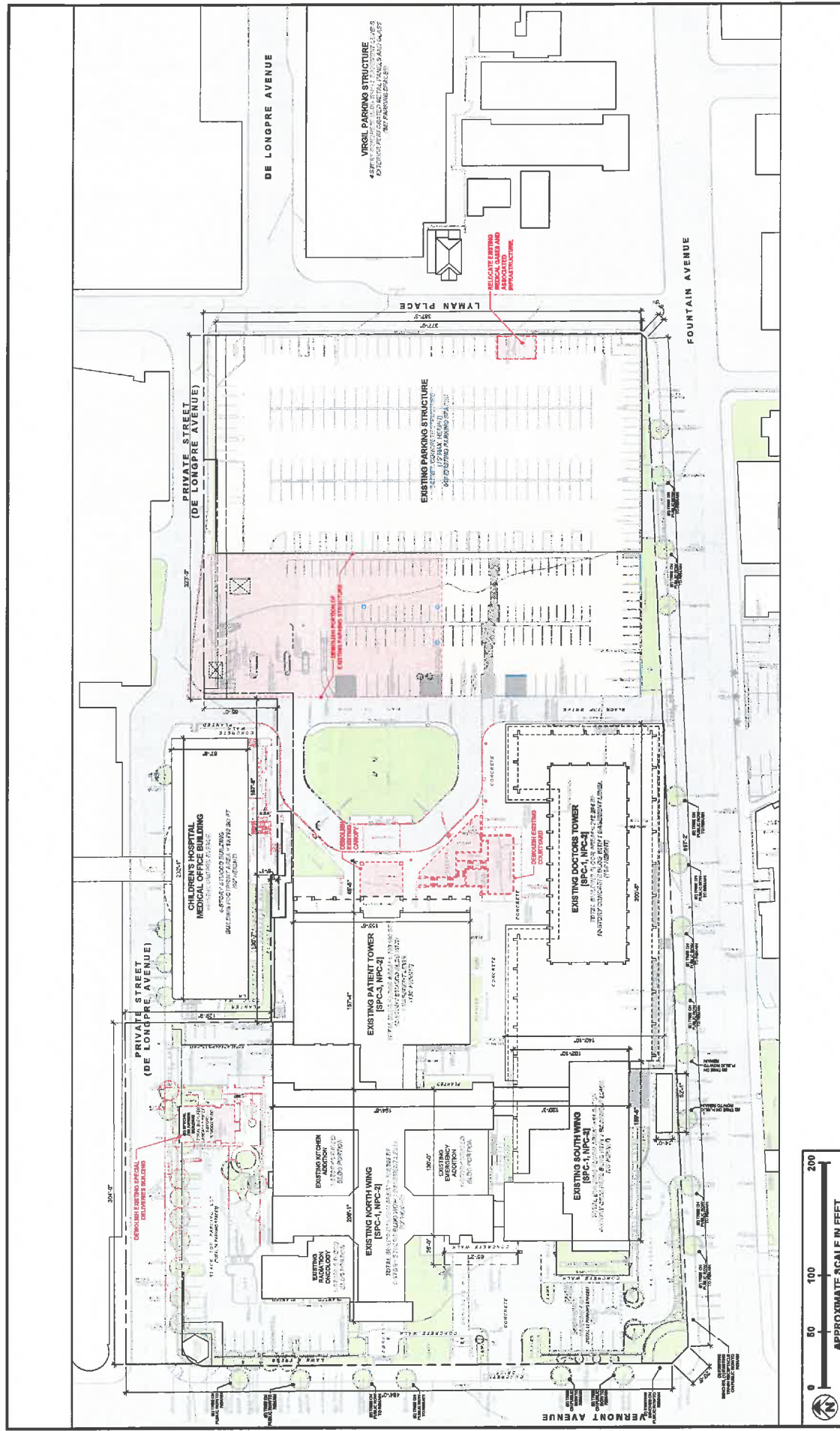
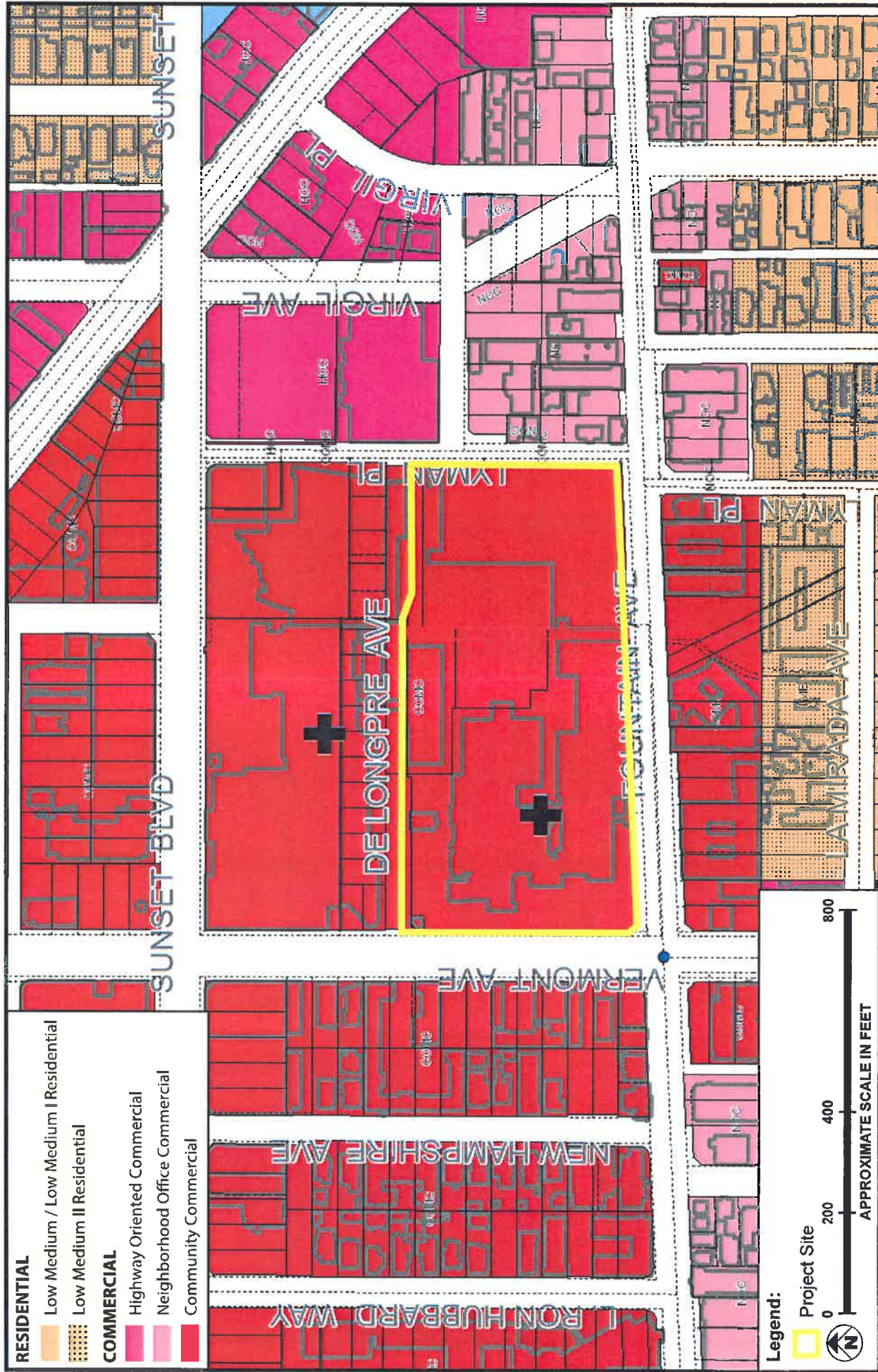


FIGURE 2.0-4

# Plot Plan—Existing Conditions





SOURCE: ZIMAS - 2016

FIGURE 2.0-5





## 3.0 PROJECT DESCRIPTION

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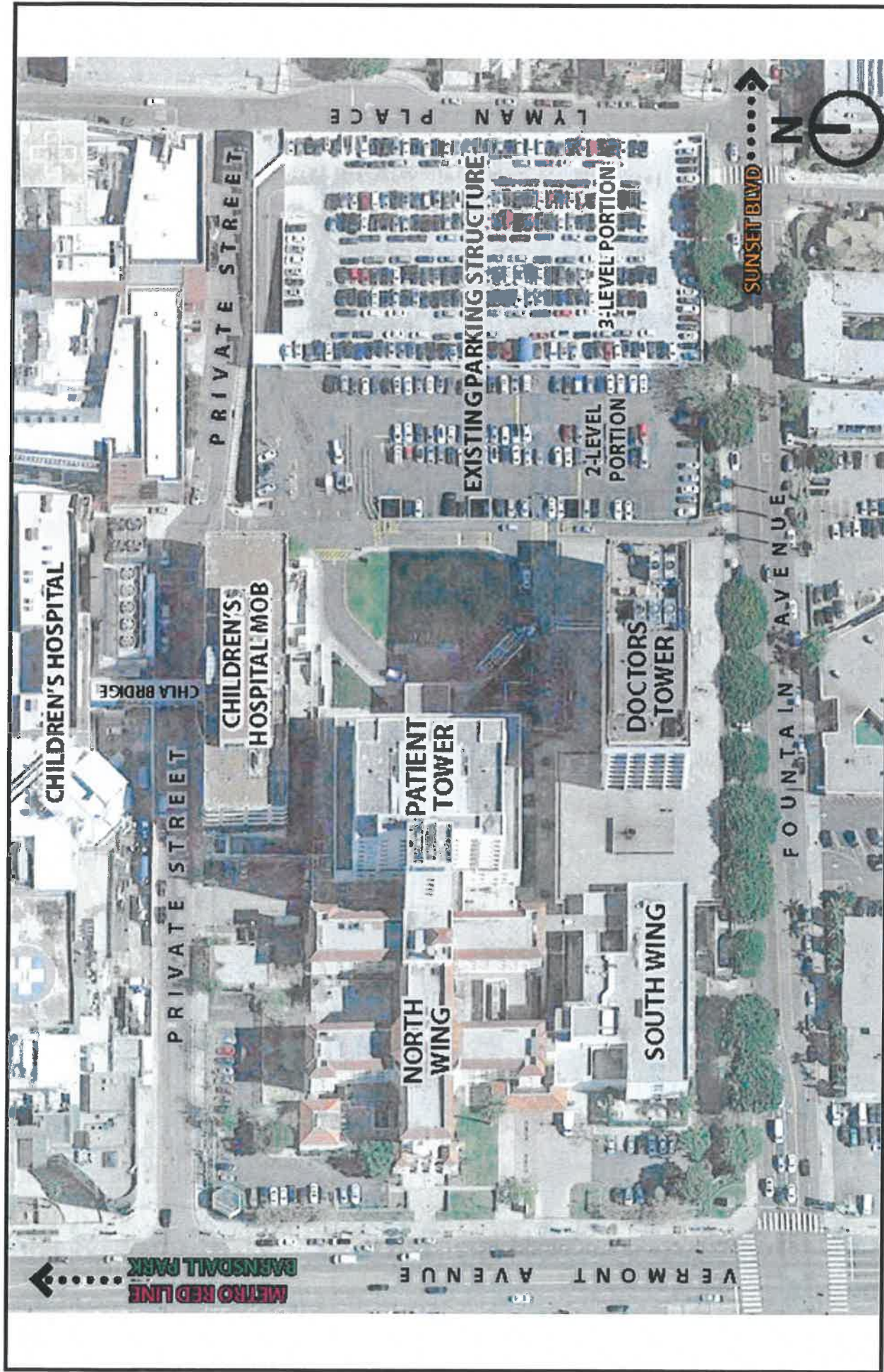
### PROPOSED DEVELOPMENT

Hollywood Presbyterian Medical Center (HPMC) (“Applicant”) proposes to construct a new five-story (four above-grade and a basement level) building in the existing hospital campus (“Project”). The new building will contain approximately 134,750 square feet of floor area, as defined by the Los Angeles Municipal Code (LAMC), with a height of approximately 85 feet. The Applicant is seeking to relocate some of the acute care and service departments in these existing buildings into the new building in order to comply with Senate Bill 90, which requires all hospitals to retrofit, replace or remove acute-care services from hospital buildings not meeting the state’s seismic criteria. The Project will be constructed on an approximately 246,726-square-foot (5.66-acre) area of the 378,770-square-foot (8.70-acre) Project Site.

The Project Site is currently developed with five hospital buildings containing a total of approximately 651,116 square feet of floor area. The Special Deliveries Building is located at the north of the site fronting on De Longpre Avenue. The North Wing is located at the west of the Project Site along Vermont Avenue. The South Wing is located near the northeast corner of the Vermont Avenue and Fountain Avenue intersection. The Patient Tower is located between the North Wing and proposed building, across from Children’s Hospital. The Doctors Tower is located at the south of the Project Site fronting on Fountain Avenue. The Site also contains a three-level parking structure located by the easterly property line along Lyman Place. See **Figure 3.0-1, Aerial Site Plan** and **Figure 3.0-2, Site Plan** below.

The Project Site is located within Subarea C – Community Center of the Vermont/Western Transit Oriented District Specific Plan (“Station Neighborhood Area Plan” or SNAP). The Project Site is also located within the boundaries of the Hollywood Community Plan (“Community Plan”) area in Central Los Angeles. The Site is zoned C2-CSA1 and designated for Community Commercial land uses.





SOURCE: Google Earth - 2016

FIGURE 3.0-1

## Aerial Site Plan

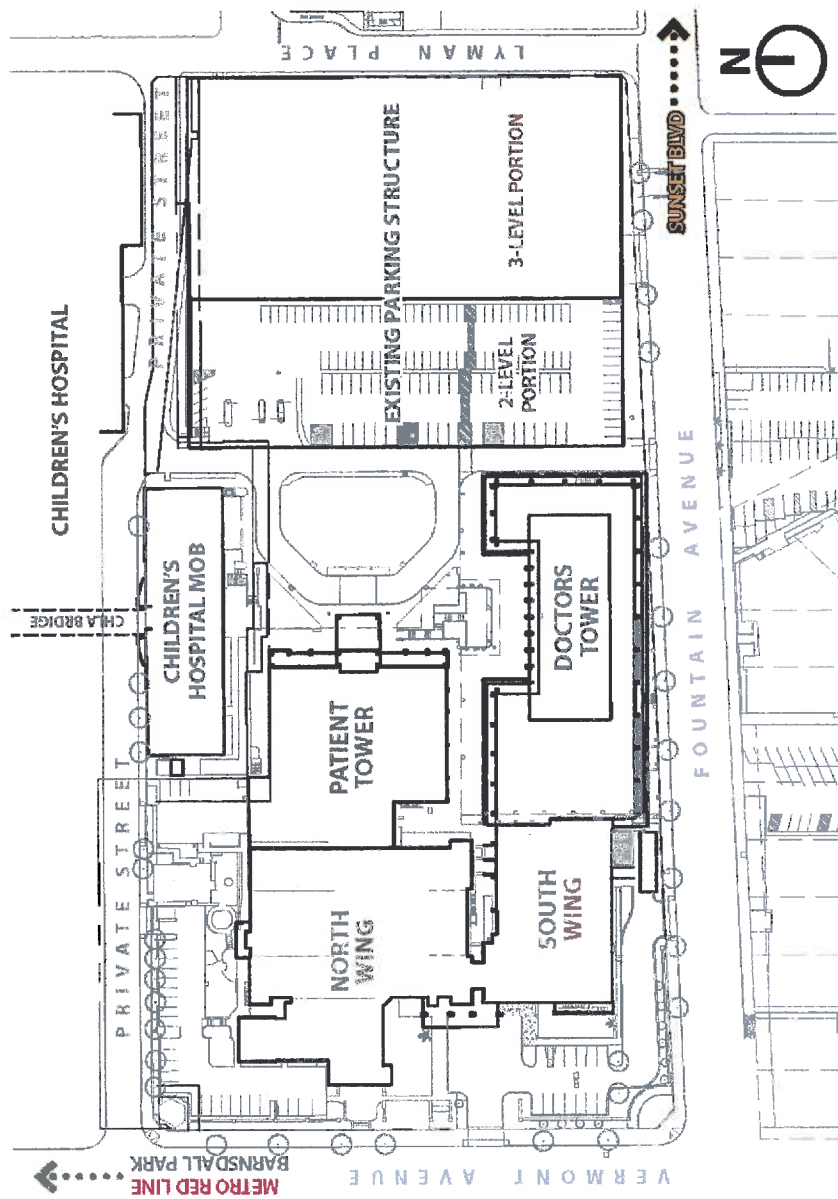


FIGURE 3.0-2

# Site Plan



The California Office of Statewide Health Planning and Development (OSHPD) adopted seismic performance standards for hospitals to ensure that hospital buildings will be capable of withstanding significant ground motion and provide continued service to the community after significant seismic events for uninterrupted emergency services. These standards were first enacted in 1973 and strengthened through a substantial amendment in 1994. Most of California's hospitals, including HPMC, are located in the highest seismic risk zone, Seismic Zone 4.

All general acute care (GAC) operations in hospitals are required to be removed from buildings classified as Structural Performance Category 1 (SPC1) by January 1, 2020, and from buildings classified as Structural Performance Category 2 (SPC2) by January 1, 2030. According to the State of California, SPC1-classified buildings "pose a significant risk of collapse and danger to the public after a strong earthquake," and those classified as SPC2 "pose a lower risk of collapse and danger to the public after a strong earthquake." The North Wing is currently classified as SPC1 and must be replaced and operational by 2020, and the South Wing and Doctors Tower are classified as SPC2 and must be replaced and operational by 2020.

The Applicant proposes to relocate approximately 61,927 square feet of hospital functions and departments in existing buildings into the new building. The North Wing, built in the 1920s, suffered a significant damage from the 1994 Northridge Earthquake, rendering the majority of building unusable for a health care use and forcing the hospital to discontinue its use of floors two through six. Approximately 19,019 square feet of the first floor is currently in use for a kitchen and emergency department. Once these two functions are relocated into the new building, the North Wing will be decommissioned and no longer used for any hospital use. Approximately 30,933 square feet of the replaced spaces in the South Wing, Doctors Tower, and Patient Tower will be converted to administrative office use, and approximately 10,465 square feet of the replaced spaces in these buildings will be converted to storage use. The 1,510-square-foot Special Deliveries building will be demolished. The Applicant also proposes the demolition of a portion (approximately 25,841 square feet) of an existing three-level parking structure located east of the proposed building in the campus. **Table 3.0-1, Program Comparison**, compares the existing uses in portions of the aforementioned buildings and their functions to be replaced versus the replacement uses in the new building. Because this new building will provide new facilities for existing hospital uses without an increase in the number of licensed hospital beds or patients, the overall level of daily activity on the HPMC Campus will not increase.

**Table 3.0-1  
Program Comparison**

<i>Building/Department</i>	<i>Floor</i>	<i>Existing Use</i>	<i>Replacement in New Building</i>
<b>North Wing Building</b>			
Kitchen	1	7,798 SF	
Emergency Department	1	11,221 SF/20 stations	20 stations
<b>Special Deliveries Building</b>			
		1,510 SF	1,510 SF
<b>Patient Tower</b>			
NICU & Labor Delivery	3	10,465 SF/15 beds	19 beds
<b>South Wing</b>			
Imaging	1	4,919 SF/14 rooms	
Surgery	2	13,562 SF/8 rooms	
Medical/Surgical Nursing Unit	4	8,372 SF/37 beds	35 beds
<b>Doctors Tower</b>			
Morgue	Sub-basement	615 SF	546 SF
IT	Sub-basement	1,387 SF	1,387 SF
Clinical Lab	Basement	602 SF	602 SF
Cardiac Cath Lab	2	1,476 SF	2 rooms
<b>Total Amount of Space to be Vacated</b>		<b>61,927 SF</b>	
Vacated Space to be Decommissioned (North Wing Bldg.)		19,019 SF	
Vacated Space to be Demolished (Special Deliveries Bldg.)		1,510 SF	
Vacated Space to be Converted to Admin Office Use		30,933 SF	
Vacated Space to be Converted to Storage Use		10,465 SF	

Source: HPMC - 2016

Note: SF = square feet

The demolition of the 1,510-square-foot Special Deliveries Building will allow for a loading dock renovation and service yard area. The renovation of the existing loading dock allows for a new code-mandated "clean food" arrival and circulation to meet State regulations requiring separate facilities for clean food and food waste, thereby preventing possible cross-contamination. The service yard is a replacement for the existing non-code-compliant location of medical gases and electrical services serving the campus. Current code mandates that all services and utilities serving a hospital also reside in structures meeting minimal seismic resistance criteria.

Construction of the Acute Care Services Replacement Hospital Building will result in approximately 134,750 square feet of floor area, as defined by the Los Angeles Municipal Code (LAMC). The new building will have a height of approximately 85 feet aboveground, including a mechanical penthouse screen. The proposed Acute Care Services Replacement Hospital Building will contain a 20-bay emergency department floor, a medical/surgical patient room floor, a labor and delivery floor with NICU, a surgical department floor, as well as a replacement kitchen, morgue, information technology (IT) rooms, storage, physician parking, and mechanical spaces in the basement level. Ambulatory emergency patient drop-off will be accommodated on the first level (street level) of the building and accessed from the separate driveway off of the private street. Hospital visitor and non-emergency patient drop-offs will be accommodated on the ground level of the existing Patient Tower from a reconfigured driveway, access plaza, and replacement canopy off of Fountain Avenue. The Project will be constructed on an approximately 378,770-square-foot (8.70-acre) lot that currently comprises an asphalted circular hospital entrance driveway, a grass lawn area, a paved surface parking lot with an attached three-level garage, and five existing buildings. The site plan for the Proposed Project is illustrated in **Figure 3.0-3, Overall Plot Plan, Proposed**, and **Figure 3.0-4, Overall Legal Plot Plan**. Floor plans for the proposed new building are shown in **Figure 3.0-5, Ground-Floor Plan**, **Figure 3.0-6, Second-Floor Plan**, **Figure 3.0-7, Third-Floor Plans**, **Figure 3.0-8, Fourth-Floor Plan**, and **Figure 3.0-9, Basement Floor Plan**.

The first floor of the Acute Care Services Replacement Building will provide 26,940 square feet of floor area (as defined by the LAMC) and will contain the replacement emergency department, consisting of provide 20 emergency bays. The existing emergency department, expanded in the mid-1980s, also contains 20 emergency treatment bays, all of which have become antiquated and non-compliant through almost a century since first providing services in the 1920s. Modern emergency department facilities have evolved over the past 30 years to address technological innovations and changing patterns of patient care, security issues, and privacy concerns, and generally to provide a higher level of patient amenities. In response to these changes, the proposed Project contains more floor area than the existing emergency department to accommodate these features and complies with upgraded codes. For example, the new emergency department includes a CT scan room, exam rooms enclosed within walls rather than by curtains, a more robust security presence, and the space needed to provide separate areas for acute care patients, patients requiring special isolation, and patients with less critical medical conditions. The same logic applies to the other departments being replaced. Half a century since their commission, time has pushed them closer and closer to obsolescence. Updated codes and higher industry standards of care have increased area requirements per patient bed or treatment room, including associated and required support spaces.

Two of the 20 replacement emergency bays will be specially equipped for resuscitation; seven detox stations will also be provided in the new emergency department, two of which will be equipped for admitting patients requiring special psychiatric attention. Other support spaces required for this type of modernized emergency department will also be provided in a facility arranged to streamline and facilitate quality care for patients in need of emergency care.

The second level of the building will contain 31,970 square feet (floor area as defined by the LAMC) and will contain the 35 single-care beds, consult rooms, offices, a satellite pharmacy, and other support spaces required for this type of contemporary medical department. These beds will be replacing the 37 currently located in the South Wing. The second level will connect to the existing Patient Tower to the west to provide access to other related areas in the hospital, such as the Intensive Care Unit and Post-Partum beds.

The third floor will contain 32,160 square feet (floor area as defined by the LAMC) and will incorporate a replacement birthing center composed of 15 labor and delivery rooms, 3 C-section rooms, 18 NICU beds, and 1 water birthing room with the option of adding one more, along with other support spaces required for this type of contemporary birthing and neonatal department.

The fourth floor will contain 31,880 square feet (floor area as defined by the LAMC) and will be the campus's primary surgery center, composed of 7 operating rooms, 2 catheterization laboratories as well as pre- and post-operation rooms with other support spaces required for this type of contemporary surgical department. The rooftop level will contain mechanical and plumbing equipment required for the replacement building services. The relocated kitchen, mechanical and electrical rooms, storage areas, relocated IT rooms, staff lounges, replacement morgue and new physician parking will be located in the 11,800 sq. ft. (floor area as defined by the LAMC) basement level.

### ***Architectural Design***

The proposed design for the Acute Care Services Replacement Hospital Building not only functions as a replacement for those services requiring code-mandated relocation to more seismically resilient structures but also acts as a much needed modernization of the HPMC campus and of the City's healthcare infrastructure, and particularly of this neighborhood and the safety-net services it provides. The replacement building will be a contemporary facility without losing its connection to its surroundings; the exterior treatment of ribbon window and glass fiber reinforced concrete (GFRC) ribbon systems with its horizontal patterns and solid glazing fit into the existing aesthetic and scale of this medical campus and the overall healthcare-oriented neighborhood. The ribbon patterns of the façade soften the massing, and provide a more human and approachable scale to the building that respects the horizontal patterns of the adjacent campus buildings. At ground level, vertical louvers and vegetated wall coverings work in

conjunction with the ribbon patterns above to guide the visitor into various campus buildings while providing privacy to the spaces inside. The replacement code-mandated canopy provides a dynamic beacon for visitors, inviting them into the main campus building entries and providing a welcome and alluring shelter as visitors circulate through campus. Elevations of the structure are illustrated in **Figure 3.0-10, East-West Section View, Figure 3.0-11, North-South Section View, Figure 3.0-12, North and South Elevations, Figure 3.0-13, East and West Elevations, Figure 3.0-14, View from Fountain Avenue, and Figure 3.0-15, View Along Fountain Avenue.**

### ***Landscaping***

The Proposed Project will provide approximately 26,000 square feet of landscape/hardscape. Paving materials will consist of decorative concrete with raised concrete planters. These planters will contain drought-resistant succulents and shrubs that require little watering. Canopy trees will be employed where possible for shade, and the irrigation system will be a drip system automatically controlled by a “smart controller” that responds to local weather conditions. Landscape screening will be employed to mitigate views into parking lots and emergency drop-off area, facilitating a calm environment. Plantings will also occur on the building terraces to soften massing of the structure and provide greenery for roof decks. A succulent garden will provide a focal point to the central plaza space and will be up-lit at night for visual interest. Vines will be used wherever possible to soften blank walls and provide a higher level of greenery as a backdrop.

All landscaping located in circulation areas will be strategically placed to act as buffers between automobile and pedestrian circulation, creating safer and more inviting paths and better wayfinding for both pedestrians and drivers. The landscaping and hardscaping proposed for the Proposed Project is illustrated on **Figure 3.0-17, Planting Concept.**

### ***Lighting***

The Proposed Project is required to include on-site lighting along all vehicular access ways and pedestrian walkways to comply with Vermont/Western Station Neighborhood Area Plan (SNAP) Development Standards and Design Guidelines. Parking areas are also required to have a minimum of ¼ foot-candle of flood lighting measured at the pavement. All on-site lighting must also be directed away from adjacent properties. On-site lighting will be provided along pedestrian walkways and all new or reconfigured driveways and entryways to the parking garage. Additionally, the Proposed Project is required to shield all sources of illumination for the Project Site from casting light higher than 15 degrees below the horizontal plane as measured from the light source and may not cast light directly into any adjacent uses. The light sources in the Proposed Project will be mounted at a maximum height of 14 feet to meet this requirement. All new and replacement campus lighting will be placed and selected in a manner that



should avoid unnecessary light pollution and energy consumption while still complying with required code illumination standards. Light standards will be contemporary in design to be compatible with the building architecture. Flush mounted up-lights will highlight building elements, and recessed strip lights will define pedestrian seating areas. New trees will be up-lit at night as well to provide ambience.

### ***Access***

Vehicular access to the proposed Project will be provided from reconfigured hospital driveways off of the private street and Fountain Avenue. The ingress and egress points from De Lonpre Avenue, a private street, and Fountain Avenues will be two lanes, one lane for ingress and one lane for egress.

### ***Circulation***

Circulation within campus is being reconfigured in a manner that coherently directs visitor to their desired destination while segregating emergency from nonemergency functions at the same time. A vehicle whose passenger is being dropped off can easily continue on to campus parking or back onto public streets. Pedestrian and vehicular paths as well as emergency vehicle routes are clearly distinguished from one another, providing for a safe and logical campus circulation.

The ambulance drop-off will be accommodated on the first level (street level) and accessed from the reconfigured driveway off of the private street. Ambulatory emergency patient drop-off also will be accommodated on the first level (street level) of the building and accessed from the same driveway off of the private street. Hospital visitor and nonemergency patient drop-offs will be accommodated on the ground level of the existing Patient Tower from a reconfigured driveway, access plaza, and replacement canopy off of Fountain Avenue, which is the main campus access route. The site plan for the proposed Project is illustrated in **Figure 3.0-1**.

### ***Bicycle Racks***

Twenty-four bicycle stalls are planned within campus as part of the Project. These stalls are required by the SNAP guidelines, and as indicated on the site and landscape plans.

### ***Parking***

Parking for HPMC is provided in the existing three-story parking structure located east of the proposed building that is being reconfigured as part of this Project. Additional parking will be provided in a new Virgil Avenue parking structure that was approved in December 2015 and will be constructed by approximately May 2017. This parking structure is located immediately east of the existing parking garage and Lyman Street. This structure is a six-level parking structure, including two subterranean parking levels and four above-ground parking levels, and will provide 567 parking spaces.

Section 9.E.4(i) of the SNAP requires that hospitals provide a minimum of one parking space for each licensed bed for which the hospital is licensed, and a maximum of two parking spaces for each patient bed for which the hospital is licensed.

HPMC currently has a total of 434 licensed beds and 1,059 parking spaces, while the maximum amount of parking spaces allowed for HPMC is 1,591 spaces. The Project Site currently has 1,059 parking spaces, including a three-level parking structure containing 918 spaces, surface lots containing 42 spaces, and Chalet of 23 spaces. The hospital also has an off-site parking structure at the intersection of De Lonpre Avenue and Lyman Place, which contains 76 spaces. The Project includes the demolition of a portion of an existing three-story parking structure and the existing off-site parking structure, which would result in a net loss of 302 spaces, bringing the revised total to 757 spaces. Completion of the new Virgil parking structure and proposed building will increase the parking by 596 spaces, resulting in a combined total of 1,353 parking spaces throughout HPMC

## **Construction**

### ***Construction Schedule/Phasing***

Construction of the replacement building components, which must be operational by law by January 1, 2020, will take approximately 28 months (basement and ground-floor programs). In order to complete those elements that may extend beyond the 2020 deadline, construction will extend an additional 8 months. Construction will occur in the following phases: (1) demolition; (2) excavation, shoring, and grading; and (3) construction of replacement building and replacement essential services to be operational by 2020. Continued interior finishing of replacement services whose inauguration can extend beyond 2020 will remain ongoing for an additional eight months. A description of the construction phases and timelines are discussed below.

#### ***Phase I: Demolition***

An existing noncompliant special deliveries building and a portion of an existing parking structure located on the Project Site require demolition activities. Site clearing will occur for approximately a month and will include the demolition of the existing building and parking structure, and scraping of asphalt surfaces from the site. Typical construction equipment includes dump trucks, loaders, auger drills, and backhoes.

#### ***Phase II: Excavation, Shoring, and Grading***

After the completion of demolition and site clearing, grading and soil compaction activities will occur for approximately three months. This phase will involve the shoring and excavation of the site to create the proper base and slope for the building foundations and support for remaining infrastructure. Typical construction equipment includes excavators, compactors, dump trucks, loaders, and graders.

### ***Phase III: Building Construction of Essential Replacement Services***

This building construction phase consists of below-grade and above-grade building construction and is expected to last for approximately 24 months. Upon completion of the structures, architectural coating and finishing are applied. Interior programming of the basement and first floor infill occurs. Typical construction equipment includes crane(s), concrete trucks, boom pumps, and air compressors.

Interior finishing of departments allowed to open beyond 2020 will continue another eight months. Upon completion of the replacement of essential services by 2020, interior improvements of the replacement building will continue on levels two through four for the remainder of the replacement services. Typical construction equipment for this phase includes delivery trucks, lifts, and air compressors.

### ***Street Closures***

Construction activities may necessitate temporary lane closures on the private street and Fountain Avenue adjacent to the Project Site on an intermittent basis for delivery of materials, and other construction activities. However, site deliveries and the staging of all equipment and materials will be organized in the most efficient manner possible on site to mitigate any temporary impacts to the neighborhood and surrounding traffic. A minimal number of construction equipment required will 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.

Unless stated otherwise, all construction activities will 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 AM to 9:00 PM Monday through Friday, and between 8:00 AM and 6:00 PM on any Saturday or national holiday. No construction activities are permitted on Sundays. The proposed Project will comply with these restrictions.

### ***Haul Routes***

All construction and demolition debris will be recycled to the maximum extent feasible. Demolition debris and soil materials from the site that cannot be recycled or diverted will be hauled to the Chiquita Canyon or the Manning Pit landfills, which accept construction and demolition debris and inert waste from areas within the City. The Chiquita Canyon landfill is approximately 35 miles north of the Project Site (approximately 70 miles round-trip). The Manning Pit landfill is approximately 25 miles east of the Project Site (approximately 50 miles round-trip). For recycling efforts, the Central Los Angeles Recycling Center and Transfer Station (Browning Ferris Industries), which accepts construction waste for recycling, is located approximately 5 miles southeast from the Project Site (approximately 10 miles round-trip).



For purposes of analyzing the construction-related impacts, it is anticipated that the excavation and soil export will involve 18-wheel bottom-dump trucks with a 14-cubic-yard hauling capacity. Approximately 30 daily truck-trips will be required during the peak construction period. All truck staging will occur either on site or at designated off-site locations and radioed into the site to be filled. The local haul route for the Project Site toward the US 101 will utilize Sunset Boulevard, Vermont Avenue, and Fountain Avenue. Approximately 30,000 cubic yards of soil will be moved during grading, and approximately 30,000 cubic yards will be exported. The haul route specified above may be modified in compliance with City policies, provided the Los Angeles Department of Transportation and/or Bureau of Street Services approves any such modification.

## **REQUESTED APPROVALS**

The Applicant(s) request approval of the following:

**Project Permit Compliance Review Approval:** Pursuant to the provisions of LAMC Section 11.5.7.C, a Project Permit Compliance to allow the Proposed Project located within the Vermont/Western SNAP;

**Site Plan Review Approval:** a Site Plan Review pursuant to the provisions of LAMC Section 16.05; and

**Haul Route:** a Haul Route Approval to export approximately 30,000 cubic yards of soil.

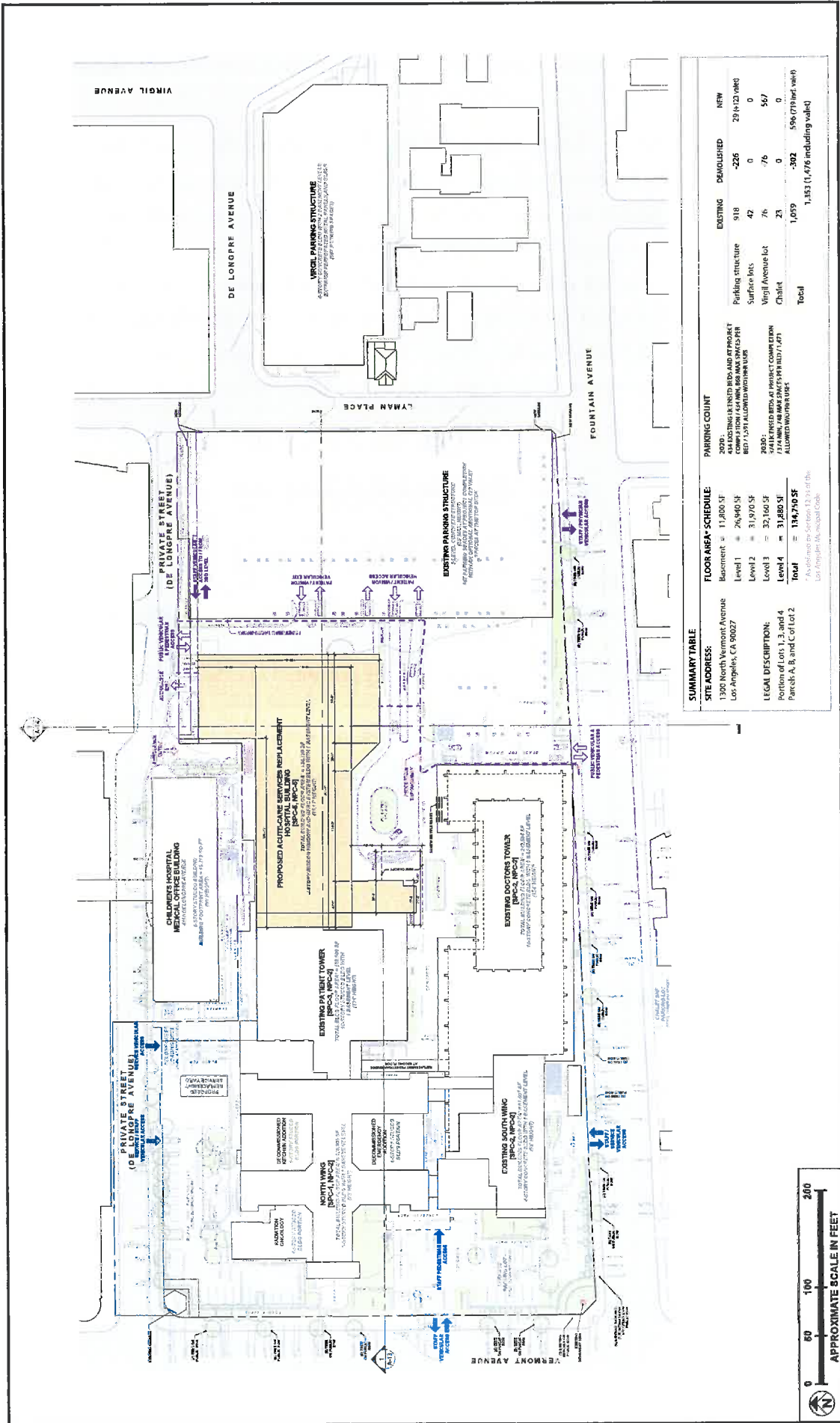


FIGURE 3.0-3 Overall Plot Plan, Proposed

FIGURE 3.0-4

## Overall Legal Plot Plan

FIGURE 3.0-5

## Ground-Floor Plan

**SOURCE:** KMD Architects - September 28, 2016



077-004-18





## Second-Floor Plan



FIGURE 3.0-7

# Third-Floor Plan



## Fourth-Floor Plan



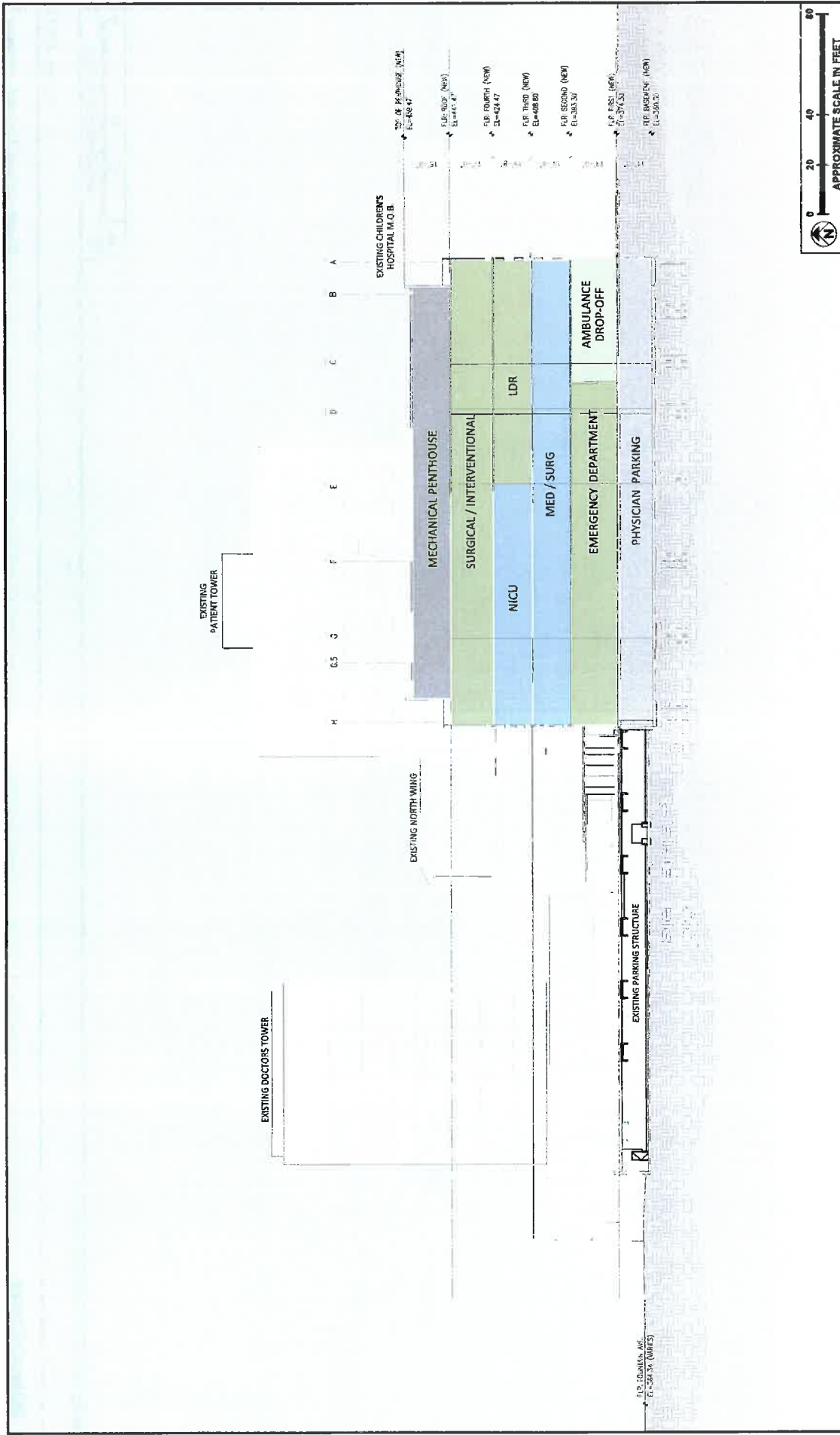
## Basement-Floor Plan





FIGURE 3.0-10

### East-West Section View





## North and South Elevations







SOURCE: KMD Architects • September 28, 2016

FIGURE 3.0-14

View from Fountain Avenue

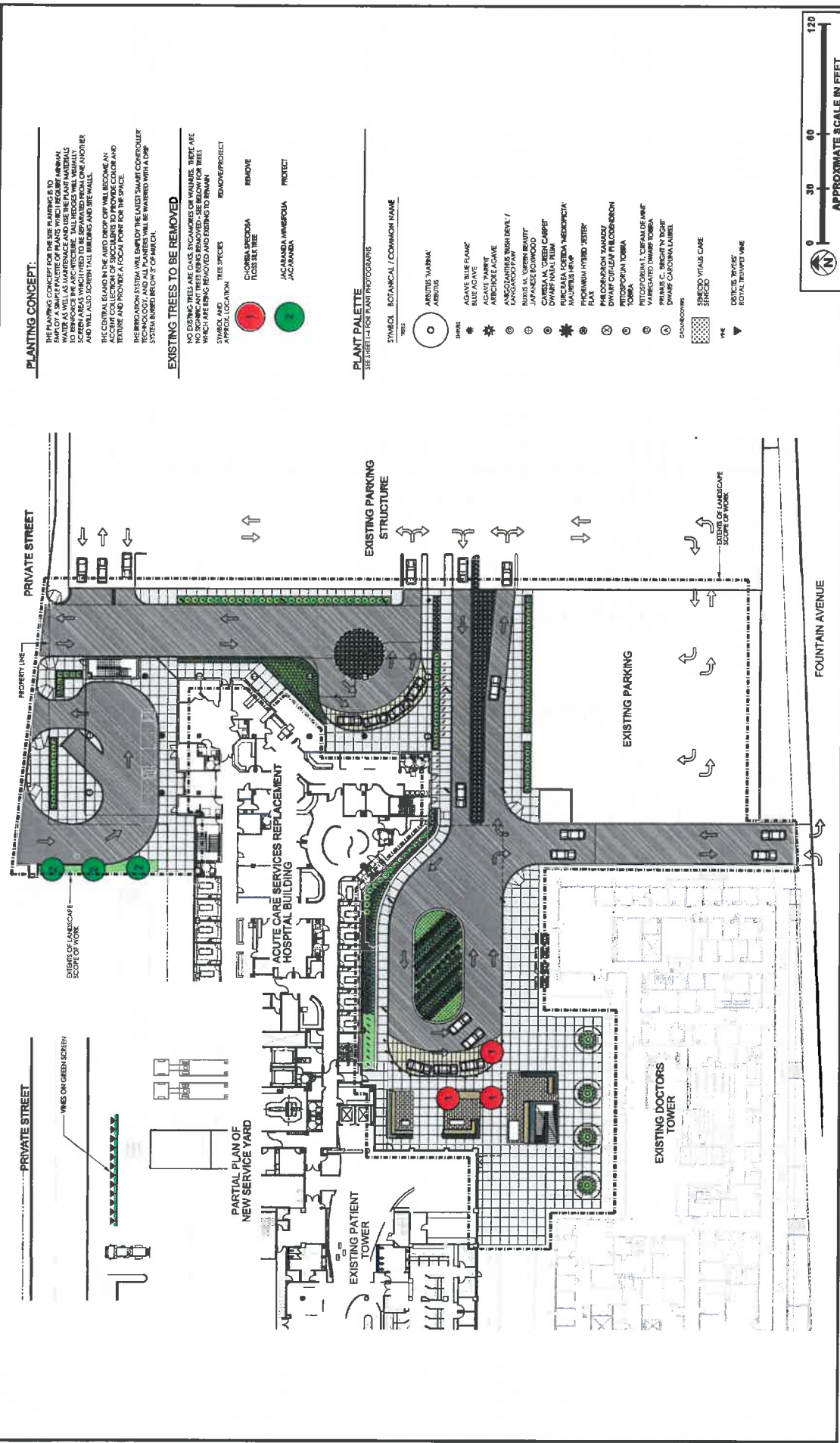


SOURCE: KMD Architects - September 26, 2016

FIGURE 3.0-15

View Along Fountain Avenue





SOURCE: KMD Architects • September 28, 2018

FIGURE 3.0-16

# Planting Concept

## 4.0 ENVIRONMENTAL ANALYSIS

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### INTRODUCTION

This section of the Initial Study contains an assessment and discussion of impacts associated with the environmental issues and subject areas identified in the Initial Study Checklist Appendix G to the State CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Sections 15000–15387). The thresholds of significance are based on the Los Angeles (L.A.) *CEQA Thresholds Guide*.



## 4.1 AESTHETICS

### Impact Analysis

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

**No Impact.** A significant impact would occur if the proposed Project were to have a substantial adverse effect on a scenic vista. A scenic vista refers to views of focal points or panoramic views of broader geographic areas that have visual interest. A focal point view would consist of a view of a notable object, building, or setting. Diminishment of a scenic vista would occur if the bulk or design of a building or development were to contrast enough with a visually interesting view such that the quality of the view is permanently affected.

Senate Bill (SB) 743 was signed into law by Governor Brown in September 2013, which made several changes to the CEQA for projects located in areas served by transit. Among other changes, SB 743 eliminates the need to evaluate aesthetic and parking impacts of a project in some circumstances. Specifically, 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 to have a significant impact on the environment.

SB 743 defines a transit priority area as an area within one-half mile of a major transit stop that is existing or planned. A major transit stop is a site containing a 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 A.M. and P.M. peak commute periods. An employment center project is defined as a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located within a transit priority area. An infill site refers to a lot located within an urban area that has been previously developed, or 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. However, the exemption for aesthetic impacts does not include impacts to historic or cultural resources, per Section 21099 of the Public Resources Code (PRC). The proposed Project would involve the construction of a five-story acute care services building (including one subterranean level) in the center of the Hollywood Presbyterian Medical Center (HPMC) campus located on a site that is zoned C2-CSA 1 (Commercial) and designated for Community Commercial land uses. The proposed FAR would exceed 0.75 but be less than 3.0 (2.07), and the building would be approximately 85 feet in height, including mechanical penthouse screening. The proposed Project would be located on an infill site located within the Hollywood area of the City of Los Angeles ("City"), approximately 1.0 miles east of US 101, and approximately 1.75 miles west of Interstate 5 (I-5). The Project Site is surrounded by urban uses, including hospital and medical, retail, commercial, and office buildings and parking structures. The Project Site is located within one-half mile of the Vermont/Sunset Metro Station that serves the Metro Red Line, connecting Hollywood and Downtown Los Angeles. As such, the Project meets the definition of an employment center project that is located on an infill site and within a transit priority area.

Furthermore, the Project does not propose any demolition or addition to an existing historic or cultural resources. The Project is located within an overlay area or subject to land use regulations that expressly regulate a project's aesthetic impacts. As such, the proposed Project meets all criteria specified in Section 21099 of the PRC. Therefore, the project's impacts on visual resources, aesthetic character, shade and shadow, light and glare, scenic vistas, State Scenic Highways, and parking are not considered significant per SB 743.

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

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

**No Impact.** Based on the *L.A. CEQA Thresholds Guide*, a significant impact would occur if scenic resources were to be damaged and/or removed by development of a project. Refer to Response to Checklist Question 4.1.a above.

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

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

**No Impact.** Based on the *LA CEQA Thresholds Guide*, a significant impact would occur if the proposed Project were to substantially degrade the existing visual character or quality of the Project Site and its surroundings. Significant impacts to the visual character of a site and its surroundings are generally based on the removal of features with aesthetic value, the introduction of contrasting urban features into a local area, and the degree to which the elements of the proposed Project detract from the visual character of an area. Refer to Response to Checklist Question 4.1.a above.

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

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

**No Impact.** A significant impact may occur if a project were to introduce new sources of light or glare on or from the project site that would be incompatible with the areas surrounding the project suite or that

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. Refer to Response to Checklist Question 4.1.a above.

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

## 4.2 AGRICULTURE AND FORESTRY RESOURCES

### Impact Analysis

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

**No Impact.** The Project Site is located within a developed and urbanized area of the City of Los Angeles. No farmland or agricultural activity exists on or near the Project Site. According to the California Department of Conservation's "Los Angeles County Important Farmland 2010" map, the Project Site is not designated as farmland.<sup>1</sup> No portion of the Project Site is designated as Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance.

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

- 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 subject to the applicable land use and zoning requirements of the Los Angeles Municipal Code (LAMC). The Project Site is zoned C2-CSA1, and is designated for Community Commercial land uses in the Hollywood Community Plan. The Project Site is not zoned for agricultural production, and there is no farmland at the Project Site. In addition, no Williamson Act Contracts are in effect for the Project Site.

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

<sup>1</sup> California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Important Farmland Map, Los Angeles County Important Farmland 2010 (January 2011), <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2010/los10.pdf>.

- 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 C2-CSA1 and is designated as Community Commercial. The Project Site is not zoned as forestland or timberland, and there is no timberland production at the Project Site.

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

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

**No Impact.** The Project involves the construction of a replacement building on a lot which currently comprises an asphalted circular hospital entrance driveway, grass lawn area, surface parking lot and five Hollywood Presbyterian Medical Center campus buildings. Although there is some landscaping on the Project Site in the form of grass, trees and bushes, no designated forested lands exist on or near the Project Site.

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

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

**No Impact.** Neither the Project Site nor nearby properties are currently utilized for agricultural or forestry uses. The Project Site is not classified in any Farmland category designated by the State of California.

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

### 4.3. AIR QUALITY

#### Impact Analysis

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

**Less than Significant Impact.** Based on the *L.A. CEQA Thresholds Guide*, a significant air quality impact could occur if a project were 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. The South Coast Air Basin ("Basin") is currently in State nonattainment for the following criteria pollutants: ozone (O<sub>3</sub>), particulate matter (PM<sub>10</sub>), and fine particulate matter (PM<sub>2.5</sub>). SCAQMD developed regional emissions thresholds, as shown in **Table 4.3-1, Maximum Construction Emissions**, to determine whether or not a project would contribute to air pollutant violations.

**Table 4.3-1  
Maximum Construction Emissions**

Source	VOC	NOx	CO	SOx	PM <sub>10</sub>	PM <sub>2.5</sub>
	pounds/day					
Year 2016	1.43	34.87	27.12	0.05	1.59	1.08
Year 2017	9.79	88.21	71.82	0.17	9.76	5.99
Year 2018	9.76	27.69	24.59	0.04	1.75	1.22
<b>Maximum</b>	<b>10.29</b>	<b>88.21</b>	<b>71.82</b>	<b>0.17</b>	<b>9.73</b>	<b>5.99</b>
<b>SCAQMD threshold</b>	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Threshold exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

*Notes: Refer to Modeling in Appendix A. Construction assumptions (equipment, schedule, etc.) are based on information found in Section 3.0, Project Description.*

*Includes implementation of fugitive dust control measures required by SCAQMD under Rule 403.*

*CO = carbon monoxide; NOx = nitrogen oxides; PM<sub>10</sub> = particulate matter less than 10 microns; PM<sub>2.5</sub> = particulate matter less than 2.5 microns; VOC = volatile organic compound; SOx = sulfur oxides.*

If a project were to exceed the regional air pollutant thresholds, then it would significantly contribute to air quality violations in the Basin. Projects that are consistent with the projections of employment and population forecasts identified in the Growth Management Chapter of the Regional Comprehensive Plan (RCP) are considered consistent with the AQMP growth projections, because the Growth Management Chapter forms the basis of the land use and transportation control portions of the AQMP. As discussed in **Section 4.13, Population and Housing**, the proposed Project is consistent with the regional growth projections for the Los Angeles subregion and is consistent with the smart growth policies of the RCP and

Compass Vision Report to increase housing density within close proximity to transit stations. The Project Site is located 0.15 miles from the Vermont Avenue/Sunset Boulevard Metro Red Line station and is well served by several Metro bus lines, providing transit opportunities for occupants of the proposed Project.

The Project includes the construction of a new five-story (four above-grade and a basement level) building in the existing hospital campus. The new building will contain approximately 134,750 square feet of floor area, as defined by the Los Angeles Municipal Code (LAMC), with a height of approximately 85 feet. The Project Site is currently developed with five hospital buildings (North Wing, South Wing, Patient Tower, Doctors Tower, and Special Deliveries Building) containing a total of approximately 651,116 square feet of floor area. The Applicant is seeking to relocate some of the acute care and service departments in these existing buildings into the new building in order to comply with Senate Bill 90, which requires all hospitals to retrofit, replace or remove acute-care services from hospital buildings not meeting the state's seismic criteria. While there will be no increase in the number of licensed beds or patients associated with implementation of the proposed Project, the Project will convert approximately 30,933 square feet of the replaced spaces in existing buildings to administrative office use, which would result in an incremental increase of 290 additional daily vehicle trips (41 AM peak hour trips, 36 PM peak hour trips). Thus, the proposed Project would not conflict with or obstruct implementation of the 2012 AQMP.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

***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. The proposed Project would not contribute to regional and localized air pollutant emissions during construction and Project operation within the Basin. While these emissions may have the potential to exceed SCAQMD emissions thresholds, all projects are mandated to comply with SCAQMD Rule 403—Fugitive Dust, which requires all unpaved demolition and construction areas to be wetted at least three times a day during excavation and construction; in addition, temporary dust covers shall be used to reduce dust emissions. The construction area must be kept sufficiently dampened to reduce and control dust caused by grading, hauling, and wind. All clearing, earthmoving, or excavation activities shall be discontinued during period of high winds. All dirt/soil loads shall be secured by trimming, watering, or other appropriate means to prevent spillage and dust. All dirt/soil materials transported off site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust. General contractors



shall maintain and operate construction equipment to minimize exhaust emissions. Trucks having no current hauling activity shall not idle but be turned off. On-site vehicle traffic will be restricted to 10 miles per hour (mph) to minimize fugitive dust. As a result of these required practices, Project impacts will be less than significant.

### Construction Emissions

The proposed development on the Project site includes the construction of a new five-story building in the center of the Hollywood Presbyterian Medical Center campus.

For purposes of analyzing impacts associated with air quality, this analysis assumes a construction schedule of approximately two years. This assumption is conservative and yields the maximum daily impacts. Construction activities associated with the proposed Project would be undertaken in three main steps: (1) demolition/site clearing; (2) site preparation and excavation; and (3) above-grade building construction.

These construction activities would create emissions of dusts, fumes, equipment exhaust, and other air contaminants. Construction activities during demolition/site clearing and site preparation/excavation would primarily generate particle pollution. Particles less than 10 micrometers in diameter (PM<sub>10</sub>) and particles less than 2.5 micrometers in diameter (PM<sub>2.5</sub>) would be the primary sources of particle pollution. Mobile sources (such as diesel-fueled equipment on site and traveling to and from the Project Site) would primarily generate nitrogen oxide (NO<sub>x</sub>) emissions. The Project would not involve the application of architectural coatings and would not result in the release of volatile organic compound (VOC) emissions. The amount of emissions generated on a daily basis would vary, depending on the amount and types of construction activities occurring.

The analysis of daily construction emissions was prepared utilizing the California Emissions Estimator Model (CalEEMod) recommended by the SCAQMD. **Table 4.3-1** identifies daily emissions that are estimated to occur on peak construction days for each construction phase. Equipment is assumed typical for a parking structure with subterranean and aboveground levels, and would include excavators, dozers, loaders, paving equipment, etc. These calculations assume legal compliance and that code-required dust control measures would be implemented as part of the proposed Project during each phase of development. Control requirements for SCAQMD Rule 403—Fugitive Dust include but are not limited to applying water in sufficient quantities (at least three times per day) 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.

As shown in Table 4.3-1, construction-related daily emissions associated with the proposed Project would not exceed any regional SCAQMD significance threshold for criteria pollutants during the construction phases. Therefore, construction emissions would also not contribute a considerable increase in emissions of the pollutants for which the Basin is currently in nonattainment (O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>).

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

### Operational Emissions

Operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities of the proposed Project. Area source emissions would be generated by the consumption of electricity and by landscape maintenance. Mobile emissions would be generated by the motor vehicles traveling to and from the Project Site. The analysis of daily operational emissions associated with the proposed Project has been prepared utilizing the CalEEMod recommended by the SCAQMD. The results of these calculations are shown on Table 4.3-2, Maximum Operational Emissions.

**Table 4.3-2  
Maximum Operational Emissions**

Source	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM 2.5
	pounds/day					
Area	2.84	— <sup>a</sup>	0.01	— <sup>a</sup>	— <sup>a</sup>	— <sup>a</sup>
Energy	0.04	0.40	0.33	— <sup>a</sup>	0.03	0.03
Mobile	3.33	7.21	30.51	0.08	5.69	1.60
<b>Total emissions</b>	<b>6.21</b>	<b>7.61</b>	<b>30.86</b>	<b>0.08</b>	<b>5.72</b>	<b>1.63</b>
<b>SCAQMD threshold</b>	<b>55</b>	<b>55</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Threshold exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

*Notes: Refer to Modeling in Appendix A. CO = carbon monoxide; NO<sub>x</sub> = nitrogen oxides; PM<sub>10</sub> = particulate matter less than 10 microns; PM<sub>2.5</sub> = particulate matter less than 2.5 microns; VOC = volatile organic compound; SO<sub>x</sub> = sulfur oxides.*

*Construction assumptions (equipment, schedule, etc.) based on information found in Section 3.0, Project Description.*

*<sup>a</sup> Emissions of these compounds are negligible.*

As shown in Table 4.3-2, the operational emissions generated by the proposed Project would not exceed the regional thresholds of significance set by the SCAQMD. Therefore, operational emissions would also not contribute a considerable increase in emissions of the pollutants for which the Basin is currently in nonattainment (O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>).

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

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

**Less than Significant Impact.** Based on the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project were to add a considerable cumulative contribution to federal or State nonattainment pollutants. As the Basin is currently in State nonattainment for ozone, O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>, related projects plus the Project could exceed an air quality standard or contribute to an existing or projected air quality exceedance. With respect to determining the significance of the proposed Project contribution, 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 concurrent 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 nonattainment.

As discussed before, the proposed Project would not generate construction or operational emissions that exceed the SCAQMD's recommended regional thresholds of significance. The proposed Project would not generate a cumulatively considerable increase in emissions of the pollutants for which the Basin is in nonattainment.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

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

**Less than Significant Impact.** Project construction activities and operations, as described above, may increase air emissions above current levels. In addition, concentrations of pollutants may have the potential to impact nearby sensitive receptors. Sensitive receptors are defined as schools, residential homes, hospitals, resident care facilities, daycare centers or other facilities that may house individuals with health conditions who would be adversely impacted by changes in air quality. The on-site hospital

uses located within the Project site would be considered the nearest sensitive receptor. Additionally, the off-site multifamily residential buildings immediately east of the Project Site would also be considered sensitive receptors, as shown in **Figure 4.3-1, Sensitive Receptor Locations**.





FIGURE 4.3-1

## Sensitive Receptor Locations

The SCAQMD has developed localized significance thresholds (LSTs) 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 in the “Final Localized Significance Threshold Methodology” document prepared by the SCAQMD,<sup>2</sup> apply to projects that are less than or equal to 5 acres in size and are only applicable to the following criteria pollutants: Nox, CO, PM10, and PM2.5. 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 Source Receptor Area (SRA). For PM10, the LSTs were derived based on requirements in SCAQMD Rule 403—Fugitive Dust. For PM2.5, LSTs were derived based on a general ratio of PM2.5 to PM10 for both fugitive dust and combustion emissions.

LSTs are provided for each of SCAQMD’s 38 SRAs at various distances from the source of emissions. The Project Site is located within SRA 1, which covers the Central Los Angeles area. The nearest sensitive receptors that could potentially be subject to localized air quality impacts associated with construction of the proposed Project are the off-site multifamily residential uses located immediately adjacent, east of the Project Site, hospital (Children’s Hospital) located immediately north of the Site, and existing hospital uses within the Project Site. Given the proximity of these sensitive receptors to the Project Site, the LSTs with receptors located within 25 meters (82 feet) have been used to address the potential localized air quality impacts associated with the construction-related NO<sub>x</sub>, CO, PM10, and PM2.5 emissions for each construction phase.

### Construction Emissions

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 4.3-3, Localized Significance Threshold (LST) Emissions**, peak daily emissions generated within the Project Site during construction activities for each phase would not exceed the applicable construction LSTs for a five-acre site in SRA 1.

The closest distance used to determine the mass-rate emissions from the screening tables is 25 meters (82 feet). It should be noted that the Project site would be constructed on a 8.70-acre site, however, the building footprint would be approximately 3.1 acres. For conservative analysis, the allowable mass-rate emissions were compared to the specified thresholds for a 5-acre site. Also, LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling along

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2 South Coast Air Quality Management District, Final Localized Significance Threshold Methodology (June 2003; rev. October 21, 2009).

the roadways. Localized air quality impacts from construction activities to the off-site sensitive receptors would be less than significant.

**Table 4.3-3**  
**Localized Significance Threshold (LST) Emissions**

Source	NOx	CO	PM10	PM2.5
	pounds/day			
Construction				
Total mitigated maximum emissions	34.42	25.26	8.01	4.83
LST threshold	161	1,861	16	8
Threshold exceeded?	No	No	No	No
Operational				
Project area/energy emissions	0.40	0.35	0.03	0.03
LST threshold	161	1,861	4	2
Threshold exceeded?	No	No	No	No

*Note: CO = carbon monoxide; NO<sub>x</sub> = nitrogen oxide; PM<sub>10</sub> = particulate matter less than 10 microns; PM<sub>2.5</sub> = particulate matter less than 2.5 microns.*

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). The SCAQMD suggests conducting a CO hotspots analysis for any intersection where a project would worsen the Level of Service (LOS) to any level below C, and for any intersection rated D or worse where the project would increase the volume/capacity (V/C) ratio by 2 percent or more. However, implementation of the Project will not generate any increase in traffic volumes. As such, the Project would not cause an intersection to worsen the LOS below C nor would it increase the V/C ratio by two percent or more for an intersection rated D or worse during either the AM or PM peak hour.

Because the proposed Project would not worsen the LOS of any intersection below C, nor increase the V/C ratio by two percent or more for an intersection rated D or worse, the proposed Project would not have the potential to cause or contribute to an exceedance of the California one-hour or eight-hour CO standards of 20 parts per million (ppm) or 9.0 ppm, respectively; or generate an incremental increase equal to or greater than 1.0 ppm for the California one-hour CO standard, or 0.45 ppm for the eight-hour CO standard at any local intersection. Impacts with respect to localized CO concentrations would be less than significant.

Pollutant emissions are considered to have a significant effect on the environment if they result in concentrations that create a violation of an ambient air quality standard, contribute to an existing air quality violation, or expose sensitive receptors to substantive pollutant concentrations. Should ambient air quality already exceed existing standards, the SCAQMD has established significance criteria for



selected compounds to account for the continued degradation of local air quality. Background concentrations are based on the highest observed value for the most recent 3-year period.

**Table 4.3-4, Central Los Angeles Monitoring Summary (Source-Receptor Area 1)**, shows the pollutant concentrations collected at the Central Los Angeles Monitoring Station (Source-Receptor Area 1) for the last three years of available data, with the applicable California Ambient Air Quality Standards (CAAQS) displayed in the last column. **Table 4.3-5, SCAQMD Air Quality Significance Thresholds**, outlines the relevant significance thresholds for incremental increases in atmospheric concentrations considered to affect local air quality.

**Table 4.3-4**  
**Central Los Angeles Monitoring Summary (Source-Receptor Area 1)**

Air Pollutant	Averaging Time (Units)	2013	2014	2015
Ozone (O <sub>3</sub> )	Max 1 hour (ppm)	0.081	0.113	0.104
	Days > CAAQS threshold (0.09 ppm)	0	3	2
	Max 8 hour (ppm)	0.069	0.094	0.074
	Days > CAAQS threshold (0.07 ppm)	0	7	6
	Days > NAAQS threshold (0.075 ppm)	0	2	0
Carbon monoxide (CO)	Max 8 hour (ppm)	—	—	—
	Days > CAAQS threshold (9.0 ppm)	—	—	—
	Days > NAAQS threshold (9.0 ppm)	—	—	—
Nitrogen dioxide (NO <sub>2</sub> )	Annual Average (ppm)	—	0.022	0.022
	Max 1 hour (ppm)	0.090	0.082	0.079
	Days > CAAQS threshold (0.18 ppm)	0	0	0
Suspended particulate matter (PM <sub>10</sub> )	Annual Average (µg/m <sup>3</sup> )	35.3	30.2	27.0
	Max 24 hour (µg/m <sup>3</sup> )	74.5	86.8	88.5
	Days > CAAQS threshold (50 µg/m <sup>3</sup> )	20	38	30
	Days > NAAQS threshold (150 µg/m <sup>3</sup> )	0	0	0
Fine particulate matter (PM <sub>2.5</sub> )	Annual Average (µg/m <sup>3</sup> )	18.9	—	12.5
	24 hours (µg/m <sup>3</sup> )	54.8	65.0	70.3
	Days > NAAQS threshold (35 µg/m <sup>3</sup> )	1	6	7

Source: South Coast Air Quality Management District, "Historical Data by Year," <http://www.aqmd.gov/home/library/air-quality-data-studies/historical-data-by-year>, <http://www.aqmd.gov/home/library/air-quality-data-studies/historical-data-by-year>.

Air Pollutant	Averaging Time (Units)	2013	2014	2015
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Notes: > = exceed; CAAQS = California Ambient Air Quality Standard; max = maximum; mean = annual arithmetic mean;  $\mu\text{g}/\text{m}^3$  = micrograms per cubic meter; ND = no data; NAAQS = National Ambient Air Quality Standard; ppm = parts per million.

**Table 4.3-5**  
**SCAQMD Air Quality Significance Thresholds**

Pollutant	Averaging Time	Pollutant Concentration
Particulates (PM10)	24 hours	2.5 $\mu\text{g}/\text{m}^3$ (operation)
Particulates (PM2.5)		
Particulates (PM10)	Annual	1.0 $\mu\text{g}/\text{m}^3$
Carbon Monoxide (CO)	8 hours	SCAQMD is in attainment; impacts are significant if they cause or contribute to an exceedance of the following attainment standards: 20 ppm (1-hour) and 9 ppm (8-hour).
Nitrogen Dioxide (NO <sub>2</sub> )	1 hour	SCAQMD is in attainment; impacts are significant if they cause or contribute to an exceedance of the following attainment standard: 0.18 ppm.

Source: South Coast Air Quality Management District.

Note: ppm = parts per million;  $\mu\text{g}/\text{m}^3$  = micrograms per cubic meter.

Emissions of the air pollutants shown above from construction and operation of the proposed Project will not exceed the applicable LSTs, which are designed to prevent incremental increases in air pollution displayed in Table 4.3-5. Therefore, impacts would be less than significant with regard to the SCAQMD thresholds.

Diesel exhaust generated by construction equipment contains carcinogenic and noncarcinogenic air pollutants. Construction of the proposed Project will employ equipment with engines adhering to Tier 3 diesel emission standards. Carcinogenic risks from benzene, formaldehyde, 1,3-butadiene, acetaldehyde, acrolein, and diesel particulates do not exceed thresholds, posing no significant risk for nearby sensitive receptors in the adjacent residences. Noncarcinogenic hazards were projected to be within acceptable limits. Short duration exposures associated with both toxic and criteria pollutants (including particulate matter) are within acceptable limits. Impacts would be less than significant.

### Toxic Air Contaminants (TAC)

The proposed Project would not include any land uses that would involve the use, storage, or processing of carcinogenic or noncarcinogenic TACs and no toxic airborne emissions would typically result from Project implementation. In addition, construction activities associated with the proposed Project would be typical of other development projects in the City, and would be subject to the regulations and laws relating to toxic air pollutants at the regional, State, and federal levels that would protect sensitive

receptors from substantial concentrations of these emissions. Therefore, impacts associated with the release of TACs would be less than significant.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

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

**Less than Significant Impact.** A significant impact would occur if objectionable odors were to be generated that 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 in sewage treatment facilities and landfills. Because the proposed Project involves no elements related to these types of activities, no odors from these types of uses are anticipated. 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. Therefore, potential operational odor impacts would be less than significant.

During the construction phase, activities associated with the operation of construction equipment, the application of asphalt, and/or the application of architectural coatings and other interior and exterior finishes may produce discernible odors typical of most construction sites. Although these odors could be a source of nuisance to adjacent receptors, they are temporary and intermittent in nature. As construction-related emissions dissipate from the construction area, the odors associated with these emissions would also decrease, dilute, and become unnoticeable.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

## 4.4 BIOLOGICAL RESOURCES

### Impact Analysis

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

**Less than Significant with Project Mitigation.** Based on 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 Acute Care Services replacement building would be constructed on a lot which currently is comprised of an asphalted circular hospital entrance driveway, grass lawn area, a paved HPMC surface parking lot with an attached 2-level garage, and five campus buildings, three of which are connected to one another, one is slated for demolition (Special Deliveries), and one will be decommissioned from hospital use (North Wing). 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 Wildlife (CDFW) or US Fish and Wildlife Service (USFWS). However, the Project does call for the removal of three on-site ornamental, nonnative trees. The three trees to be removed are floss silk trees (*Chorisia speciosa*).

While these trees are nonnative ornamental trees and not likely to support raptors or sensitive status species, they could provide nesting habitat for other bird species. Nesting birds are protected under the federal Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (CFGF).<sup>3,4</sup> In the event that construction activities take place during the breeding season, bird surveys would be conducted to detect any protected native birds 30 days prior to the start such activities. The Project Applicant shall comply with the mitigation measures to ensure that no significant impacts to nesting birds or sensitive biological species or habitat would occur.

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5 City of Los Angeles, *Hollywood Individual Resources* (2015).

5 City of Los Angeles, *Hollywood Individual Resources* (2015).

Impacts would be less than significant with mitigation incorporated.

**Mitigation Measures:** The following mitigation measures are proposed.

**BIO-1                      Habitat Modification (Nesting Native Birds, Non-Hillside or Urban Areas)**

Proposed Project activities (including disturbances to native and non-native vegetation, structures, and substrates) should take place outside of the breeding season for birds which generally runs from March 1 to August 31 (and as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (California Fish and Wildlife Code Section 86).

If Project activities cannot feasibly avoid the breeding season, beginning 30 days prior to the disturbance of suitable nesting habitat, the Applicant shall:

Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the Project Site, as access to adjacent areas allows. The surveys shall be conducted by a Qualified Biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.

If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31.

Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction (within 300 feet of the nest or as determined by a qualified biological monitor) shall be postponed until the nest is vacated and juveniles have fledged, and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.

The Applicant shall record the results of the recommended protective measures described previously to document compliance with applicable State and federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the Project.

***b.                      Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or***



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

**No Impact.** As previously indicated, the Project site is currently occupied by the Hollywood Presbyterian Medical Center that contains five medical buildings, surface parking lots, a parking structure, paved driveways and walkways, and landscaped open space areas. No riparian or other sensitive natural community is 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.

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

- 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 on 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 and generally covered with impermeable surfaces, and does not contain any wetlands or natural drainage channels. The Project Site does not have the potential to support any riparian or wetland habitat, as defined by Section 404 of the Clean Water Act. The proposed Project is also subject to Regulatory Compliance Measure RC-WQ-5 (Alteration of a State or Federal Watercourse), which states that the project shall comply with the applicable sections of the federal Clean Water Act (CWA) and California's Porter Cologne Water Quality Control Act (Porter Cologne).

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

- d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors?***

**No Impact.** Based on 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 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 an area that has been previously developed in a heavily urbanized area of the City of Los Angeles. Due to the highly urbanized surroundings, there are no wildlife corridors or native wildlife nursery sites in the proposed Project vicinity.

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

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

**No Impact.** A significant impact would occur if a project were to be inconsistent with local regulations pertaining to biological resources. The proposed Project would not conflict with any policies or ordinances protecting biological resources, such as the City of Los Angeles Protected Tree Ordinance (No. 177,404). The Project Site does not contain locally protected biological resources, such as oak trees, Southern California black walnut, western sycamore, and California bay trees. The proposed Project would be required to comply with the provisions of the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (CFGF). Both the MBTA and CFGF protect migratory birds that may use trees on or adjacent to the Project Site for nesting, and that may be disturbed during construction of the proposed Project. Therefore, the proposed Project would not 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).

No impacts would occur.

**Mitigation Measures:** No mitigation measures required.

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

**No Impact.** A significant impact would occur if a project were to be inconsistent with mapping or policies in any conservation plans of the types cited. The Project Site is not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

## 4.5 CULTURAL RESOURCES

### Impact Analysis

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

**Less than Significant Impact.** Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project were to disturb historic resources that presently exist within the proposed project site. The Project Site is currently developed with five buildings, of which one building (North Wing) is identified as a potential historic resource by the City of Los Angeles' SurveyLA, the Los Angeles Historic Resources Survey, for its Renaissance Revival institutional architecture in Hollywood in the early 20<sup>th</sup> Century.<sup>5</sup> However, the Applicant proposes to demolish an existing one-story, 1,510-square-foot building and a portion of the existing parking structure and construct a new replacement building that will consist of approximately 134,750 square feet of floor area and be approximately 85 feet in building height. The Project does not propose any demolition or addition to the existing North Wing building that is designated as potentially historic by the SurveyLA, and therefore would not disturb the building.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

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

**Less than Significant Impact.** Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if grading or excavation activities associated with a proposed project were to disturb archaeological resources that presently exist within the Project Site. The Project Site and immediately surrounding areas do not contain any known archaeological sites or archaeological survey areas. The proposed Project would include one basement level for the morgue, kitchen and mechanical spaces and physician parking, which requires excavation and grading. Thus, the potential exists for the discovery of archaeological materials. Because the presence or absence of such materials cannot be determined until the site is excavated, no further evaluation of this issue is warranted at this time. 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

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<sup>5</sup> City of Los Angeles, *Hollywood Individual Resources* (2015).

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.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

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

**Less than Significant Impact.** Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if grading or excavation activities associated with a proposed project were to disturb paleontological resources or geologic features that presently exist within the project site. The Project Site is currently occupied by five buildings, surface parking lots, parking structure, paved driveways and walkways, and landscaped open space areas. The Project Site and immediate surrounding areas do not contain any known vertebrate paleontological resources. Although no paleontological resources are known to exist on site, there is a possibility that paleontological resources exist at subsurface levels and may be uncovered during excavation of the proposed basement and foundation levels. California Public Resources Code Section 21083.2 would ensure that if resources were found during construction of the proposed Project, they would be handled according to the proper regulations. As required by the Los Angeles Municipal Code (LAMC), the Applicant would submit a letter to the case file indicating what, if any, paleontological reports have been submitted, or a statement indicating that no material was discovered, prior to the issuance of a building permit.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

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

**Less than Significant Impact.** A significant impact would occur if previously interred human remains would be disturbed during excavation of the Project Site. Human remains could be encountered during excavation and grading activities associated with the proposed Project. While no formal cemeteries, other places of human internment, or burial grounds or sites are known to occur within the Project area, there is always a possibility that human remains can be encountered during construction. 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. If human remains of Native American origin are discovered during project construction, compliance with State laws, which fall within the jurisdiction of the Native American Heritage Commission (NAHC) (Public Resource Code Section 5097), relating to the disposition of Native American burials will be adhered to.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

***e. Would the project Cause a substantial adverse change in the significance of a Tribal Cultural Resource as defined in Public Resources Code § 21074?***

**Less than Significant Impact.** Assembly Bill (AB) 52, signed into law in 2014, established a formal consultation process for California Native American Tribes to identify potential significant impacts to tribal cultural resources (TCRs) as defined in Section 21074 of the Public Resources Code. As specified in AB 52, lead agencies must provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the tribe has submitted a written request to be notified. On September 28, 2016, the City mailed notices to total of 10 Native American tribes known to be affiliated with the Project area informing them of the Project. During construction, if subsurface artifacts are unearthed, the Applicant shall comply with California Public Resources Code Section 21083.2, that specifies the protocol if cultural resources are discovered during excavation, grading, or construction activities. If that process determines that any artifacts found are tribal in origin, ground disturbance activity shall cease and the City shall notify the tribes known to be affiliated with the Project area in order to initiate development of a tribal cultural resource monitoring plan. With compliance with these procedures, impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

## 4.6 GEOLOGY AND SOILS

### Impact Analysis

The following section summarizes and incorporates information from Amec Foster Wheeler. Amec Foster Wheeler is currently performing the geotechnical investigation for the project and provided Geology and Soils input to this Initial Study.

The Project Site is located in the Peninsular Ranges Geomorphic Province near the southern boundary of the Transverse Ranges Geomorphic Province. The Peninsular Ranges Province is characterized by northwest-to-southeast-trending alignments of the mountains, hills, and intervening basins, reflecting the influence of northwest-trending major faults and folds controlling the general geological structure of the region. The Los Angeles Basin is the northernmost part of the Peninsular Ranges Province, which is bounded on the east by the San Jacinto fault zone. The Transverse Ranges Province is characterized by east-to-west-trending mountain ranges that include the Santa Monica Mountains. The southern boundary of the Transverse Ranges province comprises the Santa Monica, Hollywood, Raymond, Sierra Madre, and Cucamonga Faults.

The soil conditions encountered at the project site consist of fill soils, up to 12 feet thick. The fill soils consisted of silty sand, clayey sand, and sandy silt. Deeper fill may be encountered at locations not explored, particularly adjacent to existing structures (i.e., basement walls) and utilities. The fill is underlain by layers of alluvial soils consisting of sand, sandy clay, clayey sand, silty clay, and sandy silt. Gravel was generally encountered in the sand layers. The sands are generally loose to medium dense. Loose sand interbeds were encountered within some thicker silt and clay layers. The silts and clays are generally medium stiff to very stiff. Bedrock consisting of Miocene-age Puente formation was encountered in borings from depths of 54½ to the maximum boring depth of 61 feet below ground surface (bgs) at the site. The bedrock consisted of interlayered thin lenses of highly weathered, fractured, and very stiff siltstone and silty sandstone.

The Geotechnical Investigation is included as **Appendix B** to this Initial Study.

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

**Less than Significant Impact.** Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project site were located within a State-designated Alquist-Priolo Zone or other designated fault zone. The Project Site is not located within a currently established Alquist-Priolo Earthquake Fault Zone for surface fault rupture hazards. The closest active fault near the Project Site with the potential for surface fault rupture is the Hollywood Fault located approximately 0.8 miles to the north-northwest of the Project Site.

The Hollywood fault zone located within the Hollywood 7.5-minute quadrangle has been included as an Earthquake Fault Zone in the Earthquake Zones of Investigation by the California Geological Survey (CGS).<sup>6</sup> The active Hollywood Fault trends east–west along the base of the Santa Monica Mountains. The closest mapped trace of the Hollywood fault zone is located approximately 0.8 miles north of the Project Site. The fault zone is active, based on geomorphic evidence, and prior fault trenching studies. The Hollywood fault zone has not produced any damaging earthquakes during the historical period and has had relatively minor micro-seismic activity.

Based on the available geologic data, active or potentially active faults with the potential for surface fault rupture are not known to be located directly beneath or projecting toward the Project Site. Therefore, the potential for surface rupture due to fault plane displacement propagating to the surface at the Project Site during the design life of the proposed development is considered low.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

- ii. Strong seismic ground shaking?**

**Less than Significant Impact.** Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project were to represent an increased risk to public safety or destruction

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<sup>6</sup> California Geological Survey, Earthquake Fault Zones, Hollywood Quadrangle, Preliminary Review Map (January 8, 2014). Accessed August 12, 2016, [http://www.consrv.ca.gov/cgs/rghm/ap/Documents/Hollywood\\_EZRIM.pdf](http://www.consrv.ca.gov/cgs/rghm/ap/Documents/Hollywood_EZRIM.pdf).

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 primarily on an earthquake's magnitude, the distance from the source, and the site-response characteristics. Based on the location of active faults within the site vicinity, the potential for earthquakes on numerous major fault zones in southern California, the site could be subject to strong ground shaking in the event of an earthquake. However, potential impacts from strong seismic ground shaking could be reduced by complying with current building codes and engineering practices.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

### iii. Seismic-related ground failure, including liquefaction?

**Less than Significant Impact.** Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project site were located within a liquefaction zone. Liquefaction is the loss of soil strength or stiffness due to buildup of pore-water pressure during severe ground shaking. Liquefaction is associated primarily with loose (low-density), saturated, fine- to medium-grain, cohesionless soils. Liquefaction potential is greatest where the groundwater level is shallow, and submerged loose, fine sands occur within a depth of about 50 feet or less. Liquefaction potential decreases as grain size and clay and gravel content increase. As ground acceleration and shaking duration increase during an earthquake, liquefaction potential increases.

According to the Safety Element of the City of Los Angeles, the Project Site is not located within an area identified as having a potential for liquefaction.<sup>7</sup> Additionally, based on the State of California's "Seismic Hazard Zone Maps, Hollywood Quadrangle," the Project Site is not located within a designated liquefaction hazard zone.<sup>8</sup>

Seismically induced settlement is often caused when loose- to medium-dense granular soils are compacted during ground shaking.

Nevertheless, the loose sandy soils below the historic-high groundwater level between 20 to 30 feet below the existing ground surface (bgs) and 48 to 65 feet bgs are potentially liquefiable in the event of strong shaking. The resulting liquefaction-induced settlement within those layers is estimated to be on the order

<sup>7</sup> City of Los Angeles, Department of City Planning, Safety Element of the Los Angeles City General Plan, 49 (November 1996), <http://cityplanning.lacity.org/cwd/gnlpln/safteyelt.pdf>.

<sup>8</sup> California Geological Survey, Earthquake Fault Zones, Hollywood Quadrangle, Preliminary Review Map (January 8, 2014). Accessed August 12, 2016, [http://www.consrv.ca.gov/cgs/rghm/ap/Documents/Hollywood\\_EZRIM.pdf](http://www.consrv.ca.gov/cgs/rghm/ap/Documents/Hollywood_EZRIM.pdf).

of 3 inches at the Project Site. Differential liquefaction-induced settlement is estimated to be on the order of ½ inch over a distant of 150 feet.

However, the proposed Project would be required to implement standard construction practices that would ensure that the integrity of the Project Site and the proposed structures are maintained. Construction will be required to comply with the California Building Code (CBC), which is designed to ensure safe construction and includes building foundation requirements appropriate to site conditions. With the implementation of the Building Code requirements and the Department of Building and Safety's Soils Report Approval Letter when issued, the potential for liquefaction would be less than significant.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

#### iv. Landslides?

**No Impact.** Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant geologic hazard impact if it were to cause or accelerate geologic hazards that 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 were located in a hillside area with soil conditions that would suggest a high potential for sliding. Additionally, based on the State of California's "Seismic Hazard Zone Maps, Hollywood Quadrangle,"<sup>9</sup> the Project Site is not in a designated earthquake-induced landslide hazard zone. Due to the lack of slopes on the site and surrounding areas, the probability of seismically induced landslides is expected to be minimal.

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

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

**Less than Significant Impact.** Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have significant sedimentation or erosion impacts if it were to (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 that would not be contained or controlled on site.

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9 California Geological Survey, Earthquake Fault Zones, Hollywood Quadrangle, Preliminary Review Map (January 8, 2014). Accessed August 12, 2016, [http://www.consrv.ca.gov/cgs/rghm/ap/Documents/Hollywood\\_EZRIM.pdf](http://www.consrv.ca.gov/cgs/rghm/ap/Documents/Hollywood_EZRIM.pdf).



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 given the predominantly level topography of the Project Site, and the fact that the Project Site would be predominantly paved over or built upon, so little soil would be exposed.

In addition, all on-site grading and site preparation would comply with applicable provisions of Chapter IX, Division 70 of the LAMC, and conditions imposed by the City of Los Angeles Department of Building and Safety's (LADBS) Soils Report Approval Letter issued by LADBS on September 21, 2016 and attached as an appendix. Therefore, a less than significant impact would occur with respect to erosion or loss of topsoil. Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

- vi. **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?**

**Less than Significant Impact.** Development of the proposed Project would not have the potential to expose people and structures to seismic-related ground failure, including liquefaction and landslide. Subsidence and ground collapse generally occur in areas with active groundwater withdrawal or petroleum production. The extraction of groundwater or petroleum from sedimentary source rocks can cause the permanent collapse of the pore space previously occupied by the removed fluid. The site is not within an area of known subsidence associated with fluid withdrawal (groundwater or petroleum), peat oxidation, or hydrocompaction.

Due to the lack of slopes on the site and surrounding areas, the probability of seismically induced landslides and lateral spreading is expected to be minimal.

The resulting liquefaction-induced settlement within loose- to medium-dense granular soil layers due to strong ground shaking is estimated to be on the order of 3 inches at the Project Site. Differential liquefaction-induced settlement is estimated to be on the order of ½ inch over a distance of 150 feet.

Some seismically induced settlement should be expected as a result of strong ground shaking. The proposed Project would be required to implement standard construction practices that would ensure that

the integrity of the Project Site and the proposed structures is maintained. With the implementation of the Building Code requirements and the Department of Building and Safety's Soils Report Approval Letter when issued, the potential liquefaction would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

**vii. Would the project 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?**

**Less than Significant Impact.** Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant geologic hazard impact if it were to cause or accelerate geologic hazards that would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. For the purpose of this specific issue, a significant impact may occur if the proposed Project were to be 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. Expansive soils contain significant amounts of clay particles that swell considerably when wetted and shrink when dried. Foundations constructed on these soils are subject to uplifting forces caused by the swelling. Without proper mitigation measures, heaving and cracking of both building foundations and slabs-on-grade could result.

The on-site clayey soils and siltstone have medium to very high expansion potential and may shrink and swell with fluctuations in moisture content. However, construction of the proposed Project would be required to comply with the CBC, which includes building foundation requirements appropriate to site-specific conditions. With conformance with CBC requirements, impacts would be less than significant.

**Mitigation Measures:** No mitigation measures required.

**viii. 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.** A project would cause a significant impact if adequate wastewater disposal were not available. The Project Site is located in a highly urbanized area where wastewater infrastructure is currently in place. The proposed Project would connect to existing sewer lines that serve the Project Site and would not use septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur. No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

## 4.7 GREENHOUSE GAS EMISSIONS

### Impact Analysis

- 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.** A significant impact would occur if the Project were to generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. The City of Los Angeles has not adopted specific Citywide significance thresholds for greenhouse gas (GHG) impacts. GHG emissions refer to a group of emissions that have the potential to trap heat in the atmosphere and consequently affect global climate conditions. Although there is disagreement as to the speed of global warming and the extent of the impacts attributable to human activities, most agree that there is a direct link between increased emission of GHGs and rising 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).

In September 2006, Governor Arnold Schwarzenegger signed the California Global Warming Solutions Act of 2006, also known as AB 32, into law. AB 32 focuses on reducing GHG emissions in California, and requires the California Air Resources Board (CARB), the State agency charged with regulating Statewide air quality, to adopt rules and regulations that would achieve greenhouse gas emissions equivalent to Statewide levels in 1990 by 2020.

As a central requirement of AB 32, the CARB was assigned the task of developing a Scoping Plan that outlines the State's strategy to achieve the 2020 greenhouse gas emissions limit. The Scoping Plan, which was developed by CARB in coordination with the Cap-and-Trade program, was published in October 2008. The Scoping Plan proposed a comprehensive set of actions designed to reduce overall greenhouse gas emissions in California, improve the environment, reduce the State's dependence on oil, diversify the State's energy sources, save energy, create new jobs, and enhance public health. As required by AB 32, CARB must update its Scoping Plan every 5 years to ensure that California remains on the path toward a low-carbon future.

CARB updated the Scoping Plan in May 2014 through a Final Supplement to the AB 32 Scoping Plan Functional Equivalent Document (FED or "2014 Scoping Plan"). CARB's updated projected "business as

usual" (BAU) emissions in the 2014 Scoping Plan are based on current economic forecasts (i.e., as influenced by the economic downturn) and certain GHG reduction measures already in place. The BAU projection for 2020 GHG emissions in California was originally estimated to be 596 metric tons CO<sub>2</sub> equivalent (MMTCO<sub>2</sub>e). The updated calculation of the 2014 Scoping Plan's estimates for projected emissions in 2020 totals 509 MMTCO<sub>2</sub>e. Considering the updated BAU estimate of 509 MMTCO<sub>2</sub>e by 2020, CARB estimates that the State would have to reduce GHG emissions by 21.6 percent from BAU without Pavley regulations that reduce GHG emissions in new passenger vehicles and the 33 percent renewable portfolio standard (RPS); or 15.7 percent from the adjusted baseline (i.e., with Pavley regulations and 33 percent RPS) to return to 1990 emission levels (i.e., 427 MMTCO<sub>2</sub>e) by 2020, instead of the 28.35 percent BAU reduction previously reported under the Scoping Plan.<sup>10</sup>

The Sustainable Communities and Climate Protection Act of 2008, State Bill (SB) 375, supports the State's climate action goals to reduce GHG emissions through coordinated transportation and land use planning with the goal of more sustainable communities.

There are no federal, State, or local adopted thresholds of significance for addressing an acute care services facility 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 parking structure 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 15604.4 of the *CEQA Guidelines*, this analysis includes an impact determination based on the following: (1) an estimate of the amount of greenhouse gas emissions resulting from the Project; (2) a qualitative analysis or performance-based standards; (3) a quantification of the extent to which the Project increases greenhouse gas emissions as compared to the existing environmental setting; and (4) 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.

In addition, as a central component of the CEQA Guidelines, there is substantial evidence to support that compliance with the LA Green Building Code is qualitatively consistent with Statewide goals and policies in place for the reduction of greenhouse gas emissions, including AB 32 and the corresponding Scoping Plan and 2014 Updated Scoping Plan. Among the many GHG reduction measures outlined later in this section, the LA Green Building Code requires projects to achieve a 20 percent reduction in potable water use and wastewater generation, meet and exceed Title 24 Standards updated by the California Energy Commission in 2013, and meet 50 percent construction waste recycling levels. The Scoping Plan and 2014

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10 California Air Resources Board, Final Supplement to the AB 32 Scoping Plan Functional Equivalent Document (FED) (May 2014), Attachment D, 11.

Scoping Plan encourage communities to adopt building codes that go beyond the State code. Accordingly, a new development project that can demonstrate it complies with the LA Green Building Code is considered consistent with Statewide GHG-reduction goals and policies, including AB 32, and does not make a cumulatively considerable contribution to global warming.

To reduce GHG emissions from energy usage, the City's Department of Environmental Protection, EnvironmentLA, proposes the following goals: (1) increase the amount of renewable energy provided by the Los Angeles Department of Water and Power (LADWP) to decrease dependence on fossil fuels; (2) present a comprehensive set of green building policies to guide and support private sector development; (3) reduce energy consumed by City facilities and utilize solar heating where applicable; and (4) help citizens to use less energy. Based on the 2012 US Department of Energy Annual Survey, the City's emission reduction programs reduced almost 97,000 tons of greenhouse gas emissions.<sup>11</sup>

### Construction

Construction emissions represent an episodic, temporary source of GHG emissions. Emissions are generally associated with the operation of construction equipment and the disposal of construction waste. To be consistent with the guidance from the SCAQMD for calculating criteria pollutants from construction activities, only GHG emissions from on-site construction activities and off-site hauling and construction worker commuting are considered to be project generated. As explained by the California Air Pollution Control Officer's Association (CAPCOA) in its 2008 white paper,<sup>12</sup> the information needed to characterize GHG emissions from manufacture, transport, and end-of-life of construction materials would be speculative at the CEQA analysis level. CEQA does not require an evaluation of speculative impacts.<sup>13</sup> Therefore, the construction analysis does not consider such GHG emissions.

All GHG emissions are reported on an annual basis. Emissions of GHGs were calculated using CalEEMod for each year of construction of the proposed Project, and the results of this analysis are presented in **Table 4.7-1, proposed Project Construction-Related Greenhouse Gas Emissions**. As shown in **Table 4.7-1**, the total GHG emissions from construction activities would be 1,166.08 MTCO<sub>2</sub>e.

11 City of Los Angeles, EnvironmentLA, "Welcome" (2014), <http://environmentla.org/index2.htm>.

12 CAPCOA, "CEQA & Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act," white paper (2008), <http://www.energy.ca.gov/2008publications/CAPCOA-1000-2008-010/CAPCOA-1000-2008-010.PDF>.

13 CEQA Guidelines, "Speculation," Section 15145.



**Table 4.7-1**  
**Proposed Project Construction-Related Greenhouse Gas Emissions**

Year	CO2e Emissions (Metric Tons per Year) <sup>a</sup>
2016	39.86
2017	664.61
2018	461.61
<b>Total Construction GHG Emissions<sup>b</sup></b>	<b>1,166.08</b>
<b>Amortized (30-year)</b>	<b>38.87</b>

Source: CalEEMod (2015).

<sup>a</sup> Construction CO2 values were derived using CalEEMod Version 2013.2.2

<sup>b</sup> N2O emissions account for 0.05 MTCO2e.

Calculation data and results are provided in **Appendix A** of this Initial Study.

Construction assumptions based on information found in **Section 3.0, Project Description**.

## Operation

The GHG emissions resulting from operation of the proposed Project were calculated assuming code compliance with the LA Green Building Code. Emissions of operational GHGs are shown in **Table 4.7-2, proposed Project Operational Greenhouse Gas Emissions**.

**Table 4.7-2**  
**Proposed Project Operational Greenhouse Gas Emissions**

Emissions Source	Project without GHG Reduction Measures (MTCO2e/year)
Construction (amortized)	38.87
Operational (mobile) sources <sup>a</sup>	1,041.45
Area sources	— <sup>b</sup>
Energy	1,171.75
Waste	198.61
Water	133.81
<b>Project Annual Total</b>	<b>2,584.49</b>

Source: CalEEMod (2015).

Notes: Emissions calculations are provided in **Appendix A**. Totals in table may not appear to add exactly due to rounding in the computer model calculations. MTCO2e = metric tons of carbon dioxide emissions.

<sup>a</sup> No additional traffic trips are generated.

<sup>b</sup> Results are negligible.

Operation of the proposed Project will generate net emissions of approximately 2,584.49 MTCO2e annually. As discussed in **Section 4.16**, the proposed Project will result in an incremental increase of 290 additional vehicle trips. The proposed Project is required to comply with the LA Green Building Code.

Implementation of the proposed Project would not conflict with any applicable local or State plans for mobile source GHG reductions. The proposed Project's generation of GHG emissions would not make a cumulatively considerable contribution to GHG emissions.

Impacts would be less than significant.

**Mitigation Measures:** No mitigations measures are required.

***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.** The goal of AB 32 is to reduce Statewide GHG emissions to 1990 levels by 2020. In 2014, the CARB updated the Scoping Plan, which details strategies to meet that goal. In addition, Executive Order S-3-05 aims to reduce Statewide GHG emissions to 80 percent below 1990 levels by 2050. As previously mentioned, to reduce GHG emissions from energy usage, the City's Department of Environmental Protection, EnvironmentLA, proposes the following goals as drafted in their GreenLA and ClimateLA plans: (1) increase the amount of renewable energy provided by the LADWP to decrease dependence on fossil fuels; (2) present a comprehensive set of green building policies to guide and support private sector development; (3) reduce energy consumed by City facilities and utilize solar heating where applicable; (4) and help citizens to use less energy. Although the Project is expected to emit GHGs, the emission of GHGs by a single project into the atmosphere is not itself necessarily an adverse environmental effect. Rather, the increased accumulation of GHG from more than one project and many sources in the atmosphere may result in global climate change. As described previously, through required implementation of the CCR, Title 24 Part 6, and the LA Green Building Code, the proposed Project would be consistent with all previously mentioned local and Statewide goals and policies aimed at reducing the generation of GHGs. The proposed Project's generation of GHG emissions would not make a cumulatively considerable contribution or conflict with any applicable plan, policy, or regulation for the purposes of reducing the emissions of greenhouse gases. The Project is required to comply with State and City regulatory compliance measures, which will effectively reduce emissions to a level that would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

## 4.8 HAZARDS AND HAZARDOUS MATERIALS

### Impact Analysis

The following section summarizes and incorporates by information from the Department of Toxic Substances and Control's EnviroStor Database, State Water Resources Control Board's GeoTracker database<sup>14</sup>, and USEPA's EnviroMapper.

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

**Less than Significant Impact.** The proposed Project will be involved in various medical uses. As such, the Hollywood Presbyterian Medical Center will need to comply with all standards set forth by the California Department of Public Health in the January 2015 edition of the Medical Waste Management Act. The Project is considered to be a "Medical Waste Generator"<sup>15</sup> However, a Medical Waste Management Plan was prepared pursuant to Sections 117935 or 117960 of the California Health and Safety Code.<sup>16</sup> The preparation of the Medical Waste Management Plan reduces potential impacts to levels that are less than significant.

The proposed Project will be involved in the transport, use, storage, and disposal of hazardous materials due to the nature of the future use. However, the tenant would need to comply with the US Environmental Protection Agency's (USEPA's) Hazardous Materials Transportation Act, Title 42, Section 11022 of the United States Code and Chapter 6.95 of the California Health and Safety Code which requires the reporting of hazardous materials when used or stored in certain quantities. Furthermore, the future tenant will need to file a Hazardous Materials Disclosure Plan and a Business Emergency Plan to ensure the safety of the employees and citizens of Hollywood in the event that hazardous waste is generated within the medical building. Being that all proper precautions are pursued, the impacts are anticipated to be less than significant.

**Mitigation Measures:** No mitigation measures are required.

14 State Water Resources Control Board, "GeoTracker" (2015). Accessed August 12, 2016, [http://geotracker.waterboards.ca.gov/map/?global\\_id=T0603769055](http://geotracker.waterboards.ca.gov/map/?global_id=T0603769055)

15 Section 117705-Medical Waste Generator subsection A defines Medical Waste Generators as "Medical and dental offices, clinics, hospitals, surgery centers, laboratories, research laboratories, unlicensed health facilities, those facilities required to be licensed pursuant to Division 2 (commencing with Section 1200), chronic dialysis clinics, as regulated pursuant to Division 2 (commencing with Section 1200), and education and research facilities."

16 California Department of Public Health Medical Waste Management Program. Medical Waste Management Act, Chapter 2-Definitions, Section 117710 Medical Waste Management Plan. January 2015.

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

**Less than Significant Impact.** A search of available environmental records was conducted for the site using EnviroStor and GeoTracker.<sup>17, 18</sup> According to these databases, there are 15 leaking underground storage tanks (LUSTs) within one-half mile of the Project Site, 13 of which have been remediated and closed as of 2013; the other two are all still open and currently under remediation with the State Water Resources Control Board (SWRCB). Based on the distance or proximity to the Project Site and the status of the cases, these properties are not considered to pose a significant hazard to the Project Site.

The proposed Project includes the demolition of a portion of the existing parking structure and a 1-story 1,510-square-foot Special Deliveries Building. The existing HPMC parking garage was constructed in 1973 and the Special Deliveries Building was constructed in 1955.. Based on the age of these buildings, there may be existing lead based paint or asbestos containing materials. As described below:

#### **Asbestos-Containing Materials**

Asbestos is a material often found in older buildings, typically used as insulation in walls or ceilings. It was formerly popular as an insulating material because it had the desirable characteristic of being fire resistant. However, it can pose a health risk when very small particles become airborne. These particles can be inhaled, where their microscopically sharp structures can puncture the tiny air sacs in the lungs, resulting in long-term health problems. The Department of Toxic Substance Control (DTSC) classifies asbestos waste as potentially hazardous if it is greater than 1 percent and easily crumbled (friable). The use of asbestos in construction has been banned since 1989. Therefore, based on the age of the buildings, there may be asbestos-containing building materials at the Project Site. The Project Applicant will be required to comply with the South Coast Air Quality Management District's Rule 1403 as well as all other applicable State and Federal rules and regulations regarding the disposal of asbestos-containing materials (ACMs). Compliance with these regulations will result in less than significant impacts.

#### **Lead-Based Paint (LBP)**

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17 Department of Toxic Substances Control, "EnviroStor" (Last Updated 2013). Accessed August 12, 2016, <http://www.envirostor.dtsc.ca.gov/public/>.

18 State Water Resources Control Board, "GeoTracker" (2015). Accessed August 12, 2016, <http://www.envirostor.dtsc.ca.gov/public/>.

LBP could be present on the Project Site as the existing buildings were constructed prior to 1978. Based on the age of the existing buildings, demolition and removal would be required to comply with California Code of Regulations (CCR) Title 8, Section 1532 et seq. which requires that all LBP be abated and removed by a licensed lead contractor. In addition, standard handling and disposal practice shall be implemented pursuant to CALOSHA regulations. Prior to issuance of a demolition permit, a LBP survey shall be performed and approved by the LADBS. Compliance with these regulations will result in less than significant impacts.

### **Methane Gas**

According to the City of Los Angeles Methane Zone map,<sup>19</sup> the Project Site is not located within a methane or methane buffer zone. No impacts would occur.

### **Radon**

According to the US EPA Radon Potential Zone Map for Southern Los Angeles County, California,<sup>20</sup> the Project Site is located within a radon zone designated "Moderate Potential for Indoor Radon Levels above 4.0 Picocuries per Liter." According to the US EPA, Radon at this level is not considered to be of significant concern. Implementation and compliance with the applicable regulations will result in less than significant impacts.

Impacts would be less than significant.

**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 on the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact to hazards and hazardous materials if the project were to involve (a) a risk of accidental explosion or release of hazardous substances (including, but not limited to oil, pesticides, chemicals, or radiation); or (b) the creation of any health hazard or potential health hazard. 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 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

<sup>19</sup> City of Los Angeles, Department of Public Works, Methane and Methane Buffer Zones, Map (March 2004), [http://methanetesting.org/PDF/LA\\_MethaneZones.pdf](http://methanetesting.org/PDF/LA_MethaneZones.pdf).

<sup>20</sup> California Geological Survey, Radon Potential Zone Map for Southern Los Angeles County, California (January 2005). Accessed August 12, 2016, [http://www.conservation.ca.gov/cgs/minerals/hazardous\\_minerals/radon/Documents/SR182Map.pdf](http://www.conservation.ca.gov/cgs/minerals/hazardous_minerals/radon/Documents/SR182Map.pdf).



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 to exposure to the health hazard.

The closest school to the Project Site is the Los Angeles Unified School District's King Middle School located at 4201 Fountain Avenue, approximately 0.7 miles east of the Project Site. Adherence to the standards outlined in the California Health and Safety Code will reduce potential impacts regarding the release of medical waste to levels that are less than significant.

The proposed Project would not create a significant hazard through hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

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

**Less than Significant Impact.** The Project Site was not identified in the government database review. A summary of the environmental concerns are as follows:

#### **Leaking Underground Storage Tanks**

In the early 1980s, the threat posed by releases from leaking underground storage tanks (LUSTs) to groundwater quality was recognized. The discovery of soil and groundwater pollution from LUSTs prompted local, State, and federal lawmakers to enact laws governing USTs. The greatest potential hazard from a LUST is that its contents (petroleum or other hazardous substances) can seep into the soil and contaminate groundwater. Uses that may contain LUSTs include gasoline stations, auto repair shops, and other light industrial uses.

Although 15 LUST sites are located within 0.5 miles of the Project Site, one LUST was located beneath the North Wing of the HPMC campus, approximately 360 feet west of the new building. However, the LUST has since been remediated and the case was closed on May 7, 2013 by the State Water Resources Control Board (SWRCB) (see Appendix E). Thirteen of the 15 LUST sites have been remediated and determined by

the SWRCB as case closed.<sup>21,22</sup> 2 sites are listed as open. The site listed at 1630 N. Vermont Avenue was in remediation as of March 14, 2011, and the case remains open. This site is located approximately 0.3 miles away from the Project Site. The site listed at 4550 Santa Monica Boulevard is also listed as open and is located approximately 0.4 miles away from the Project Site. The site is currently undergoing assessment and interim remedial action as of August 26, 2014.<sup>23</sup> Based on these distances, the LUST sites do not represent an environmental risk to the Project Site. Additionally, proposed Project construction would not impact these sites due to these distances. Impacts would be less than significant.

#### **Regulatory Agency Database Review**

A description of each database and the number of sites near the proposed Project listed in each database is provided below in **Table 4.8-1, Regulatory Agency Database Review**. The radius varies based on the standard distance for each database. Listing on a database does not mean a site presents a health or safety risk.

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- 21 Department of Toxic Substances Control, "EnviroStor" (Last Updated 2013). Accessed August 12, 2016, <http://www.envirostor.dtsc.ca.gov/public/>.
- 22 State Water Resources Control Board, "GeoTracker" (2015). Accessed August 12, 2016, <http://www.envirostor.dtsc.ca.gov/public/>.
- 23 State Water Resources Control Board, "GeoTracker" (2015). Accessed August 12, 2016, <http://www.envirostor.dtsc.ca.gov/public/>.

**Table 4.8-1  
Regulatory Agency Database Review**

Database Description	Number of Sites in Project Area
<b>EnviroStor:</b> The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifies sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites and provides additional site information, including but not limited to identification of formerly contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.	6 within 1 mile
<b>Leaking Underground Storage Tanks (LUSTs):</b> LUST Incident Reports contain an inventory of reported leaking underground storage tank incidents. The data comes from the State Water Resources Control Board (SWRCB) LUST Information System.	15 within 0.5 miles

Source: Department of Toxic Substances Control, "EnviroStor" (Last Updated 2013). Accessed August 12, 2016, <http://www.envirostor.dtsc.ca.gov/public/>; State Water Resources Control Board, "GeoTracker" (2015). Accessed August 12, 2016, <http://www.envirostor.dtsc.ca.gov/public/>.

None of the sites listed in **Table 4.8-1** is located near enough to the Project Site to present a health or safety risk to the proposed Project. Impacts would less than significant.

**Mitigation Measures:** No mitigation measures are required.

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

**No Impact.** The closest public airports to the Project Site are the Burbank Airport (BUR) and the Los Angeles International Airport (LAX). However, given that BUR is located approximately 8 miles northwest and LAX is located approximately 12.5 miles southwest of the Project Site, it is not considered to be located within an airport hazard area.

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

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

**No Impact.** The proposed Project is not located near a private airstrip and not within an area that would expose parking structure occupants and maintenance workers to a safety hazard. The closest private airports are located in Palmdale. Nichols Farms Airport is located approximately 43 miles northeast of the Project Site and Grey Butte Airport, located approximately 48 miles northeast of the Project Site.

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

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

**Less than Significant Impact with Project Mitigation.** Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact to hazards and hazardous materials if the project were to involve possible interference with an emergency response plan or emergency evacuation plan.

The proposed Project is not located on or near an adopted emergency response or evacuation plan.<sup>24</sup> Development of the Project Site may require temporary and/or partial street closures along De Longpre Avenue due to construction activities. While such closures may cause temporary inconvenience, they would not be expected to substantially interfere with emergency response or evacuation plans. The Project Site is located just south of Hollywood Community Hospital located at 4650 Sunset Boulevard. The proposed Project would not cause permanent alterations to vehicular circulation routes and patterns and/or impede public access or travel on public rights-of-way. Environmental impacts may result from project construction because of limited access to emergency response equipment. However, these potential impacts would be mitigated to a less than significant level by the implementation of an emergency evacuation plan as required by the City of Los Angeles. Prior to the issuance of a building permit, the applicant is required to develop an emergency response plan in consultation with the Fire Department which includes mapping of emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals and fire departments.

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<sup>24</sup> City of Los Angeles General Plan, "Safety Element," Exhibit H, Critical Facilities and Lifeline Systems in the City of Los Angeles, <http://cityplanning.lacity.org/cwd/gnlpln/safetyelt.pdf>.

Impacts would be less than significant with mitigation incorporated.

**Mitigation Measures:** The following mitigation measures are proposed.

**HAZ-1**                      Emergency Evacuation Plan

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 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.** A significant impact would occur if a project were to expose people and structures to high risk of wildfire. The Project Site is located in a highly urbanized area 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>25</sup>

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

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25 City of Los Angeles Department of Planning, Zone information and Map Access System (ZIMAS), <http://zimas.lacity.org/>. Accessed December August 12, 2016.



## 4.9 HYDROLOGY AND WATER QUALITY

### Impact Analysis

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

**Less than Significant Impact.** Based on 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 were to create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or would 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 water body. For the purpose of this specific issue, a significant impact may occur if the proposed Project were to discharge water not meeting the quality standards of local agencies that regulate surface water quality and water discharge into stormwater drainage systems. The proposed Project involves the construction of a new five-story (four above-grade and a basement level) building in the center of the hospital campus to provide replacement acute care services and kitchen facilities. As is typical of most nonindustrial urban development, stormwater runoff from the proposed Project has the potential to introduce small amounts of pollutants into the stormwater system. Pollutants would be associated with runoff from landscaped areas (pesticides and fertilizers) and paved surfaces (ordinary household cleaners). Thus, the proposed Project would be required to comply with the NPDES standards and the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494) to ensure pollutant loads from the Project Site are minimized for downstream receiving waters. The Stormwater and Urban Runoff Pollution Control Ordinances contain requirements for construction activities and operation of development and redevelopment projects to integrate low-impact development practices and standards for stormwater pollution mitigation, and maximize open, green and pervious space on all developments and redevelopments consistent with the City's landscape ordinance and other related requirements in the City's Development Best Management Practices (BMPs) Handbook. Conformance would be ensured during the City's building plan review and approval process. Therefore, the proposed Project would result in less than significant impacts and would not violate water quality standards, waste discharge requirements, or stormwater NPDES permits or otherwise substantially degrade water quality.

### Construction Impacts

The 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) earthmoving activities that, when not controlled, may generate soil erosion via storm runoff or mechanical equipment.

Under the NPDES, since the Project Site is greater than 1 acre in size, the Project Applicant is responsible for preparing a Stormwater Pollution Prevention Plan (SWPPP) to mitigate the effects of erosion and the inherent potential for sedimentation and other pollutants entering the stormwater system.

Surface water runoff from the Project Site would continue to be collected on the site and directed toward existing storm drains with adequate capacity in the proposed Project vicinity. Pursuant to local practice and City policy, stormwater retention will be required as part of the Low Impact Development (LID) and SUSMP implementation features (despite no increased 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.

Additionally, any pollutants from the Project Site would be subject to the requirements and regulations of the NPDES and applicable LID Ordinance. The proposed Project would be required to demonstrate compliance with LID Ordinance standards and retain or treat the first ¼ inch of rainfall in a 24-hour period, which would reduce the proposed Project's impact to the stormwater infrastructure. The proposed Project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Furthermore, the implementation of the City's landscape ordinance and other related requirements in the City's Development Best Management Practices (BMPs) Handbook would ensure that the proposed Project's construction-related water quality impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

### **Operational Impacts**

Before operation, surface water runoff from the Project Site would continue to be collected on the site and directed toward existing storm drains in the Project vicinity that have adequate capacity. The Project would be required to incorporate operational BMPs per the City Standard Urban Stormwater Mitigation Plan (SUSMP) permit requirements. The Project's SUSMP would set forth long-term BMPs to prevent adverse impacts to water quality during Project operations. For example, the SUSMP would set forth structural BMPs that must be built into the Project for ongoing water quality purposes and would be subject to review by the City for compliance with the City of Los Angeles' Development Best Management Practices Handbook, Part B: Planning Activities. Long-term BMPs for this Project could include, but are not limited to, ensuring that discharge from downspouts, roof drains, and scuppers would not be permitted on unprotected soils. The final selection of BMPs would be completed through coordination with the City of Los Angeles. Through preparation and implementation of the SUSMP, operational water quality impacts of the proposed Project would be minimized. Pursuant to local practice and City policy, stormwater

retention will be required as part of the Low Impact Development (LID) and SUSMP implementation features.<sup>26</sup>

Similar to the existing uses on the Project Site, the proposed Project would continue to generate surface water runoff during operation. The Project Site is primarily covered with impervious surfaces with some ornamental landscaping areas. Therefore, the majority 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 site. Potential impacts to surface water runoff would be mitigated to a level below insignificance by incorporating stormwater pollution control measures, as required by the City's Stormwater LID Ordinance. The proposed Project would be required to demonstrate compliance with LID Ordinance standards and retain and treat the first ¾ inch of rainfall in a 24-hour period. When in compliance with the LID Ordinance, the proposed Project would minimize the amount of polluted surface water runoff from entering the local storm drains. City of Los Angeles Ordinances No. 172,176 and No. 173,494 specify Stormwater and Urban Runoff Pollution Control that requires the application of BMPs. The proposed Project would also comply with water quality standards and wastewater discharge requirements set forth by the SUSMP for Los Angeles County and Cities in Los Angeles County and approved by the Los Angeles Regional Water Quality Control Board (LARWQCB). Full compliance with the 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.

The proposed Project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. The Stormwater and Urban Runoff Pollution Control Ordinances contain requirements for construction activities and operation of development and redevelopment projects to integrate low impact development practices and standards for stormwater pollution mitigation, and maximize open, green, and pervious space on all developments and redevelopments consistent with the City's landscape ordinance and other related requirements in the City's Development Best Management Practices (BMPs) Handbook. Conformance would be ensured during the City's building plan review and approval process. Therefore, the proposed Project would result in less than significant impacts and would not violate water quality standards, waste discharge requirements, or stormwater NPDES permits or otherwise substantially degrade water quality.

**Mitigation Measures:** No mitigation measures are required.

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<sup>26</sup> City of Los Angeles, Los Angeles Municipal Code, ch. 6, art. 4.4, sec. 64.70.01 and 64.72; and ch. 9, art. 1, sec. 64.72.05 (October 2011).

- 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.** A significant impact would occur if a project were to substantially deplete groundwater or interferes with groundwater recharge. The proposed Project would not require the use of groundwater at the Project Site. Potable water would be supplied by the Los Angeles Department of Water and Power (LADWP), which draws its water supplies from distant sources for which it conducts its own assessment and mitigation of potential environmental impacts. Therefore, the Project would not require direct additions or withdrawals of groundwater. Excavations to accommodate the subterranean level are not proposed at a depth that would result in the interception of existing aquifers or penetration of the existing water table. In addition, because the existing Project Site is largely impervious, the proposed Project would not reduce any existing percolation of surface water into the groundwater table. Therefore, project development would not impact groundwater supplies or groundwater recharge, and no impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

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

**Less than Significant Impact.** Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water hydrology if it were to 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 Los Angeles, and no streams or river courses are located on or within the Project vicinity. The majority of the Project Site consists of impervious surfaces with some ornamental landscape. Implementation of the proposed Project would not increase site runoff or result in any changes in the local drainage patterns. Implementation of the Stormwater Pollution Prevention Plan (SWPPP), however, would reduce the amount of surface water runoff after storm events, as the proposed Project would be required to implement stormwater BMPs to retain or treat the runoff from a storm event producing  $\frac{3}{4}$  inch of rainfall in a 24-hour period.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

- 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?***

**No Impact.** Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water hydrology if it were to 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. As previously indicated, the proposed Project will be designed to include SUSMP and LID BMPs to maintain and treat the first ¾ inch of a 24-hour storm. Therefore, the existing off-site surface water runoff would be maintained. Examples of BMPs include, but are not limited to, ensuring that discharge from downspouts, roof drains, and scuppers would not be permitted on unprotected soils. The proposed Project would not result in a significant increase in site runoff, or any changes in the local drainage patterns, which would result in flooding on or off site.

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

- 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 on 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 were to 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 Pollutant Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this specific issue, a significant impact may occur if the volume of stormwater runoff from the Project Site were to increase to a level that exceeds the capacity of the storm drain system serving the Project Site or provides substantial sources of polluted runoff. A Project-related significant adverse effect would also occur if the proposed Project were to substantially increase



the probability that polluted runoff would reach the storm drain system or that would increase runoff of any water.

Two existing storm drain catch basins located on the north border of the Project Site on De Longpre Avenue and the intersection of Lyman Place and Fountain Avenue, which connects to a storm drain trunk line running away from the Project Site, respectively.<sup>27</sup> Storm drain facilities are owned and maintained by City of Los Angeles.

The majority of the Project Site is impervious with ornamental landscape cover over the remaining portions of the site and all surface water is directed off site to the adjacent storm drain system. The proposed Project would not result in a significant increase in site runoff, or any changes in the local drainage patterns. Runoff from the Project Site currently is, and would continue to be, collected on the site and directed toward existing storm drains in the Project vicinity that have adequate capacity. Pursuant to local practice and City policy, stormwater retention would be required as part of the LID/SUSMP implementation features. 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 Project site would be subject to the requirements and regulations of the NPDES and applicable LID Ordinance requirements. Accordingly, the proposed Project would be required to demonstrate compliance with LID Ordinance standards and retain or treat the first ¾ inch of rainfall in a 24-hour period. The proposed Project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

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

**No Impact.** A significant impact may occur if a project were to include potential sources of water pollutants that would have the potential to substantially degrade water quality. As previously indicated, the proposed Project would include BMPs to treat and retain the first ¾ inch of rainfall over a 24-hour period on site, including planter boxes and permeable pavement. Therefore, the proposed Project would not otherwise substantially degrade water quality of surface water leaving the site. Furthermore, the

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<sup>27</sup> Los Angeles County Department of Public Works, "Los Angeles County Storm Drain System," <http://dpw.lacounty.gov/fcd/stormdrain/index.cfm>.

proposed Project does not include potential sources of contaminants that could potentially degrade water quality and would comply with all federal, State, and local regulations governing stormwater discharge.

No Impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

***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 a project were to place housing within a 100-year flood hazard area. A 100-year flood is defined as a flood resulting from a severe rainstorm that has a probability of occurring approximately once every 100 years. According to the Safety Element of the City of Los Angeles General Plan, the Project Site is not located within a designated flood zone.<sup>28</sup> Additionally, the proposed Project would not include any housing units. Therefore, the proposed Project would not place housing within a 100-year flood hazard area.

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

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

**No Impact.** A significant impact may occur if a project site were located within a 100-year flood zone, which would impede or redirect flood flows. According to the Safety Element of the City of Los Angeles General Plan, the Project Site is not in an area designated as a 100-year flood hazard area.<sup>29</sup> The Project Site is located in a highly urbanized area and no changes to the local drainage pattern would occur with implementation of the proposed Project; therefore, the proposed Project would not have the potential to impede or redirect floodwater flows.

No impact would occur.

**Mitigation Measures:** No mitigation measures are required.

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28 City of Los Angeles, Department of City Planning, Safety Element of the Los Angeles City General Plan, 57 (November 1996), <http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf>.

29 City of Los Angeles, Department of City Planning, Safety Element, 57 (November 1996), <http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf>.

**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 a project were to expose people or structures to a significant risk of loss or death caused by the failure of a levee or dam. Based on the map of Inundation and Tsunami Hazards in the City of Los Angeles, the Project Site is located within a potential inundation area.<sup>30</sup> The Hollywood Reservoir is located approximately 3 miles northwest of the Project Site. Based on the distance of the dam from the Project Site, the risk associated with flooding resulting from dam failure is considered less than significant. Therefore, 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.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

**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 a project site were sufficiently close to the ocean or other water body to potentially be at risk of the effects of seismically induced tidal phenomena (i.e., seiche and tsunami), or if the project site is located adjacent to a hillside area with soil characteristics that would indicate potential susceptibility to mudslides or mudflows. The Project Site is not located in a potential seiche or tsunami zone. With respect to the potential impact from a mudflow, the Project Site is relatively flat and surrounded by urban development; the Project Site is located greater than a mile from Griffith Park and the eastern end of the Santa Monica Mountains (which are identified as areas with the potential for landslides).<sup>31</sup> Therefore, there are no sources of mudflow near the Project Site.

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

30 City of Los Angeles, Department of City Planning, Safety Element of the Los Angeles City General Plan (November 1996), 59, <http://cityplanning.lacity.org/cwd/gnlpin/safetyelt.pdf>.

31 City of Los Angeles General Plan, "Safety Element," Exhibit C Landslide Inventory & Hillside Areas (1996), 51.

## 4.10 LAND USE AND PLANNING

### Impact Analysis

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

**No Impact.** A significant impact may occur if a proposed project were 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: (1) the extent of the area that would be impacted, the nature and degree of impacts, and the types of land uses within that area; (2) the extent to which existing neighborhoods, communities, or land uses would be disrupted, divided or isolated, and the duration of the disruptions; and (3) 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 within an urbanized area of the Hollywood Community Plan and is consistent with the existing physical arrangement of the properties near the site. The proposed Project involves the demolition of an existing 1,510-square-foot building and a portion of the existing parking structure on a site that is currently improved with the Hollywood Presbyterian Medical Center. Implementation of the proposed Project would not disrupt or divide the physical arrangement of the established community.

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

#### ***b. Would the project conflict with an 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?***

**No Impact.** A significant impact may occur if a project were inconsistent with the General Plan or zoning designations currently applicable to a project site, and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigate.

The Project Site is located within the jurisdiction of the City of Los Angeles, and is therefore subject to the designations and regulations of several local and regional land use and zoning plans. At the regional level, the Project Site is located within the planning area of the Southern California Association of Governments (SCAG). The proposed Project is also located within the South Coast Air Basin and, therefore, is within the jurisdiction of SCAQMD. At the local level, development of the Project Site is guided by the General Plan

of the City of Los Angeles, the Los Angeles Municipal Code (LAMC), and the Hollywood Community Plan, and the Vermont/Western Station Neighborhood Area Plan (SNAP), which are intended to guide local land use decisions and development patterns.

## ***Regional Plans***

**SCAQMD Air Quality Management Plan.** As noted in Section 5.3, Air Quality, the proposed Project would not exceed the daily emissions thresholds during the construction or operational phases. Furthermore, the proposed Project would be consistent with the AQMP.

**SCAG Regional Comprehensive Plan.** The Project Site is located within the six-county region that comprises the SCAG planning area. The SCAG Regional Comprehensive Plan (RCP) includes growth management policies that strive to improve the standard of living, maintain the regional quality of life, and provide social, political, and cultural equity. The proposed Project would not change or generate any additional residents or employment opportunities. The proposed Project would be consistent with SCAG growth projections for the City of Los Angeles.

**SCAG 2015 Regional Transportation Plan/Sustainable Communities Strategies (2015 RTP/SCS).** SCAG's 2015 RTP/SCS presents a long-term transportation vision through the year 2035 for the SCAG region. The mission of the 2015-2040 RTP/SCS is to provide "leadership, vision and progress which promote economic growth, personal well-being, and livable communities for all Southern Californians." The 2015-2040 RTP/SCS places a greater emphasis on sustainability and integrated planning compared to previous versions of the RTP, and identifies mobility, economy, and sustainability as the three principles most critical to the future of the region. The 2012-2035 RTP/SCS goals include the following: (1) maximize mobility and accessibility for all people and goods in the region; (2) ensure travel safety and reliability for all people and goods in the region; (3) preserve and ensure a sustainable regional transportation system; (4) maximize the productivity of the transportation system; (5) encourage land use and growth patterns that facilitate transit and nonmotorized transportation; and (6) protect the environment and health of residents by improving air quality and encouraging active transportation (nonmotorized transportation, such as bicycling and walking). The proposed Project would be consistent with these goals by maximizing parking opportunities for hospital staff in an area that is already served by nearby commercial uses, public infrastructure, and transportation. Specifically, regional access is provided by US 101, I-5, and SR 2. In addition, the Project area is well-served by transit facilities, including Metro Red Line, Metro Rapid bus lines 780 and 757, and MTA bus lines 2, 175, 204, 206, 217, 302, and 754. The proposed Project would comply with City design standards for access driveways and would not include any hazardous design features that could pose safety issues to travelers. Therefore, the proposed Project would also support the goal to ensure travel safety and reliability for all people and goods in the region. Further, as discussed



below in Section 4.16, Transportation/Circulation, proposed Project impacts related to the Los Angeles County Congestion Management Program, which serves as the monitoring and analytical basis for regional transportation funding decisions, would be less than significant. The proposed Project would also support the use and productivity of the public transportation system by providing a pedestrian-accessible environment. The proposed Acute Care Services Replacement Hospital Building Project involves the construction of a replacement building in the center of the HPMC campus for acute care services that need to be relocated into a building that meets State seismic safety standards. Incremental increase in daily trips would not conflict with these transportation plans.

## **Local Plans**

### **City of Los Angeles General Plan**

The proposed Project would conform to the applicable objectives outlined in the City of Los Angeles General Plan (General Plan).<sup>32</sup> The General Plan is a comprehensive, long-range declaration of purposes, policies, and programs for the development of the City consisting of 11 elements: 10 Citywide elements (Air Quality Element, Conservation Element, Historic Preservation and Cultural Resources Element, Housing Element, Infrastructure Systems Element, Noise Element, Open Space Element, Public Facilities and Services Element, Safety Element, and Transportation Element) and the Land Use Element, which provides individual plans for each of the City's 35 Community Planning Areas.

The elements that would be most applicable to the proposed Project are the Air Quality Element, Land Use Element, and Transportation Element. Analysis of these elements follows:

#### ***Air Quality Element***

The proposed Project would comply with SB 375 and AB 32 by contributing to a reduction in GHG emissions through integrated land use, housing, and transportation planning. The key component of GHG emissions is the reduction of emissions from passenger vehicles, which represents about one-third of overall GHG emissions in the United States. Land use is among the top strategies to reduce such emissions. Compact development, which includes access and proximity to transit and concentrations of population and/or employment as a result of high-density residential and/or commercial development, can reduce congestion, lower infrastructure costs, and reduce household expenses related to transportation and energy, according to a 2010 report published by the Urban Land Institute.<sup>33</sup> The key to successful compact

<sup>32</sup> City of Los Angeles, General Plan of the City of Los Angeles (2002).

<sup>33</sup> Urban Land Institute, The Role Compact Development Can Play in Reducing Green House Gas Emissions, Evidence from Three Recent Studies (2010), 4.

development is a land use pattern that has a high-quality pedestrian network and a variety of land uses within walking distance of each other.<sup>34</sup>

The proposed Project's location would be located within a quarter-mile of an existing Metro station and close to numerous bus lines and mixed land uses (including housing, employment, and public space). In addition, existing uses within walking distance include the grocery store, medical offices, schools, restaurants, coffee shops, a Wells Fargo and Chase Banks, and office buildings. As such, the proposed Project would conform to the Air Quality Element.

#### ***Land Use Element***

The proposed Acute Care Services Replacement Hospital Building Project involves the construction of a replacement building in the center of the Hollywood Presbyterian Medical Center (HPMC) campus for acute care services that need to be relocated into a building that meets State seismic safety standards. This replacement building will provide space to relocate and replace the existing emergency department, kitchen, medical/surgical patient rooms, the labor and delivery department, and the surgery department. Uses for the campus would remain the same, and as such, is consistent with the City's Land Use Element.

Because the Project Site would be located near existing bus stops and the Metro Red Line, it would reduce the need for automobile trips and miles traveled, and increase public transportation ridership. As such, the proposed Project would conform to the goals and policies of the Land Use Element.

#### ***Transportation Element***

The proposed Project is in close proximity to Sunset Boulevard, which is a major transportation corridor providing substantial public transit opportunities and facilities, including Metro bus lines 2, 175, 204, 206, 217, 302, and 754.<sup>35</sup> The development of the proposed Project would promote pedestrian activity and circulation, create direct pedestrian connections between the proposed Project and the Metro transit infrastructure, and conform to the Transportation Element's policies and objectives.

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

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34 Urban Land Institute, *Land Use and Driving* (2010), 5.

35 City of Los Angeles General Plan, "Transportation Element," Objective 3.5, Policy 3.12.

The proposed Project would not conflict with the goals, objectives, and allowable land uses in the Hollywood Community Plan and the LAMC.<sup>36</sup> Consistent with the Community Plan, the Project Site is zoned C2-CSA1 (Commercial Zone). The C2-CSA1 zone permits a variety of commercial uses, such as retail, service stations and garages, business, churches, schools, auto sales, and hospital and medical uses.

#### **Hollywood Community Plan**

All on-site development activity is subject to the land use regulations of the Hollywood Community Plan. The Community Plan goals and objectives include providing organized growth; furthering the development of Hollywood as a major center of population, employment, retail services, and entertainment; and providing a full range of housing choices for employees and residents of all economic segments in the Hollywood area. The Community Plan designates the Project Site for Community Commercial land uses. The proposed Project, which would provide an additional medical building development in an underutilized area of Hollywood, would conform to the goals, objectives, and land uses identified in the Community Plan.

#### **Vermont/Western Transit Oriented District Specific Plan**

As noted previously, the Project Site is located within Subarea C – Community Center of the SNAP area. The SNAP area offers an opportunity for a concerted public and private effort to bring about new vitality and amenities in Hollywood. Additionally, the SNAP area is being planned as a pedestrian- and transit-friendly district with a significant amount of open space; recreational, cultural, and civic uses; retail activities; community buildings; and restaurants along transit and commercial corridors.

The proposed Project is located within land use Subarea C (Community Center). Subarea C allows for multiple dwelling residential uses, including single-family residences, apartment buildings, and child care; commercial uses (includes limited commercial uses, as well as retail with limited manufacturing, service stations, and garages), and hospital and medical uses. Section 9.I of the SNAP requires that all projects be in substantial conformance with certain Development Standards and Design Guidelines for Subarea C.<sup>37</sup>

#### **Use**

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36 City of Los Angeles Department of City Planning, Parcel Profile Reports, Zoning Information and Map Access System (ZIMAS), <http://www.zimas.lacity.org>.

37 SNAP, Development Standards and Design Guidelines (2000).

Section 9.A of the SNAP states that commercial uses and hospital and medical uses are permitted on any lot in located within Subarea C.<sup>38</sup> The Acute Care Services Replacement building is for the Hollywood Presbyterian Medical Center, located in Subarea C and therefore is a permitted use in Subarea C.

### ***Height and Floor Area***

Section 9.B.3 (a) of the SNAP states that Hospital and Medical Use buildings shall not exceed a maximum height of 100 feet and a maximum FAR of 3:1.<sup>39</sup> The highest point of the proposed Project is approximately 85 feet above grade including mechanical penthouse screening. In addition, the Development Standards and Design Guidelines, Chapter VIII: Development Standards for Hospitals and Medical Centers, Section 5, Building Design, Stepbacks, states that no portion of any hospital related structure located in Subarea C fronting on Vermont Avenue, shall exceed more than 50 feet in height within 10 feet of the front property line, and shall set any floor above 50 feet back at least 10 feet from the first floor façade. The Project does not front Vermont Avenue and, therefore, is not required to conform these height and step back requirements. The Project however, does set back from the northern property line along the private road by 20 feet.

The total square footage for the parcel is 378,770 square feet. The total floor area square footage of the occupied and functioning existing buildings and the acute services replacement hospital building after Project completion is approximately 784,356 square feet, which yields a FAR of 2.07 and which is below the allowed FAR of 3.0. As such, the Project is in compliance with this section of the Vermont/Western SNAP.

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38 City of Los Angeles, Vermont/Western Transit Oriented District Specific Plan (Station Neighborhood Area Plan), sec. 9.A, Project Parking Requirements, Hospital and Medical Uses (2001).

39 City of Los Angeles, Vermont/Western Transit Oriented District Specific Plan (Station Neighborhood Area Plan), sec. 9.B.3, Project Parking Requirements, Hospital and Medical Uses (2001).

### ***Bicycle Parking Requirements***

Section 9.E.2 of the SNAP sets forth bicycle parking requirements for projects involving nonresidential uses. Pursuant to the SNAP, the Acute Services Replacement Hospital Building is required to and does provide 24 bicycle parking spaces as indicated on the plans. The proposed Project, therefore complies with Section 9.E.2 of the SNAP.

### ***Project Parking Requirements***

Parking for HPMC is provided in the existing parking structure located east of the proposed building which is being reconfigured as part of this Project. Additional parking will be provided in a new Virgil Avenue parking structure, which was approved in December 2015 and will be constructed by approximately May 2017, located at the southeast intersection of De Longre Avenue and Lyman Place. This structure is a six-level parking structure, including two subterranean parking levels, and four above-ground parking levels, and will have 567 parking spaces.

Section 9.E.4(i) of the SNAP requires that hospitals provide a minimum of one parking space for each licensed bed for which the hospital is licensed, and a maximum of two parking spaces for each patient bed for which the hospital is licensed.

HPMC currently has a total of 434 licensed beds and 1,059 parking spaces, while the maximum amount of parking spaces allowed for HPMC is 1,591 spaces. The Project Site currently has 1,059 parking spaces, including a three-level parking structure containing 918 spaces, surface lots containing 42 spaces, and Chalet of 23 spaces. The hospital also has an off-site parking structure at the intersection of De Longre Avenue and Lyman Place, which contains 76 spaces. The Project includes the demolition of a portion of an existing three-story parking structure and the existing off-site parking structure, which would result in a net loss of 302 spaces, bringing the revised total to 757 spaces. Completion of the new Virgil parking structure and proposed building will increase the parking by 596 spaces, resulting in a combined total of 1,353 parking spaces throughout HPMC. Therefore, vehicle parking would satisfy the requirements of the Vermont/Western SNAP.

### ***Vermont/Western SNAP Development Standards and Design Guidelines***

Section 9.I of the SNAP requires that all hospital projects be in substantial conformance with the following standards for Hospital and Medical Uses contained in the Vermont/Western Station Neighborhood Area Plan, Development Standards and Design Guidelines, Chapter VIII: Development Standards for Hospitals



and Medical Centers.<sup>40</sup> The proposed Project conforms with the Vermont/Western SNAP Development Standards and Design Guidelines for integrating a mixture of land uses, transforming commercial streets away from a highway-oriented, suburban format into a distinctly urban, pedestrian-oriented and enlivened atmosphere. The proposed Project would create a pedestrian-friendly environment allowing pedestrians, HPMC employees and visitors, to walk to the proposed Acute Care Services Replacement Building and the remaining HPMC campus, as well as to nearby restaurants and shops. The SNAP Development Standards and Design Guidelines encourage street design features and pedestrian-friendly land uses to create streets that are interesting and inviting for walkers. The proposed Project would utilize street design features to enhance the urban appeal. The façade of the building would be articulated near street frontages. The architectural design incorporates a number of design features to reduce the visual mass of the building and create visual interest. Accent lights would uplight this elevation at night to create visual interest and create a welcoming pedestrian environment along De Longpre Avenue by providing additional lighting.

**No Impact:** As discussed previously, the proposed Project would not conflict with local and regional plans applicable to the Project Site.

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

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

**No Impact.** A project-related significant adverse effect could occur if a project site were located within an area governed by a habitat conservation plan or natural community conservation plan. As discussed previously, no such plans presently exist that govern any portion of the Project Site. Further, the Project Site is located in an area that is already fully developed with commercial uses, and is also within a heavily urbanized area of Los Angeles. Therefore, the proposed Project would not have the potential to cause such effects.

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

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40 City of Los Angeles, Vermont/Western Transit Oriented District Specific Plan (Station Neighborhood Area Plan), sec. 9.1, Project Parking Requirements, Hospital and Medical Uses (2001).

## 4.11 MINERAL RESOURCES

### Impact Analysis

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

**No Impact.** A significant impact may occur if a project site were 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 2 (MRZ-2) Area, 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 a MRZ-2 Area, an Oil Drilling/Surface Mining Supplemental Use District, or an Oil Field/Drilling Area.<sup>41</sup> No mineral resources are known to exist beneath the Project Site. No impacts associated with the loss of availability of a known mineral resource would occur.

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

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

**No Impact.** As noted, the Project Site is not located within a MRZ-2 Area.<sup>42</sup> The Project Site is not designated as a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

No impacts would occur.

41 Los Angeles County Department of Public Works, Mineral Resources and Oil Fields in East Los Angeles County, Los Angeles County Bicycle Master Plan, Figure 3.8-2 (January 2012).

42 Los Angeles County Department of Public Works, Mineral Resources and Oil Fields in East Los Angeles County, Los Angeles County Bicycle Master Plan, Figure 3.8-2 (January 2012).

**Mitigation Measures:** No mitigation measures are required.

## 4.12 NOISE

### Impact Analysis

- 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?***

**Less than Significant with Project Mitigation.** A significant impact may occur if a project were to 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 and the City of Los Angeles Noise Ordinance (Noise Ordinance). The proposed Project's potential noise-related impacts during both construction and operation is discussed in further detail below.

### Construction

Construction-related noise impacts would be significant if, as indicated in Section 112.05 of the LAMC, noise from construction equipment within 500 feet of a residential zone exceeds 75 decibels (dBA) at a distance of 50 feet from the noise source. This 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. As defined in the *L.A. CEQA Thresholds Guide* for construction noise impacts, a significant impact would occur if construction activities lasting more than one day were to increase the ambient noise levels by 10 dB(A) or more at any off-site, noise-sensitive location. Furthermore, according to the *L.A. CEQA Thresholds Guide*, construction activities that would last more than 10 days in a 3-month period and increase ambient exterior noise levels by 5 dB(A) 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, excavation and foundation 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. Equipment is assumed to be typical for medical building and would include excavators, dozers, loaders, a crane, an auger drill, and paving equipment. The USEPA 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 4.12-1, Noise Range of Typical Construction Equipment**, and **Table 4.12-2, Typical**

**Outdoor Construction Noise Levels**, respectively.<sup>43</sup> The noise levels shown in **Table 4.12-1** 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. As shown in **Table 4.12-2**, construction noise during the heavier initial periods of construction is presented as 86 dB(A) level equivalent (Leq) when measured at a reference distance of 50 feet from the center of construction activity.<sup>44</sup> These noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dB(A) per doubling of distance. For example, a noise level of 84 dB(A) Leq measured at 50 feet from the noise source to the receptor would reduce to 78 dB(A) Leq at 100 feet from the source to the receptor, and reduce by another 6 dB(A) Leq to 72 dB(A) Leq at 200 feet from the source to the receptor.

**Table 4.12-1**  
**Noise Range of Typical Construction Equipment**

<b>Construction Equipment</b>	<b>Noise Level in dB(A) Leq at 50 Feet<sup>a</sup></b>
Front loader	73–86
Trucks	82–95
Cranes (moveable)	75–88
Cranes (derrick)	86–89
Vibrator	68–82
Saws	72–82
Pneumatic impact equipment	83–88
Jackhammers	81–98
Pumps	68–72
Generators	71–83
Compressors	75–87
Concrete mixers	75–88
Concrete pumps	81–85
Back hoe	73–95
Tractor	77–98
Scraper/Grader	80–93
Paver	85–88

Source: US Environmental Protection Agency, *Noise from Construction Equipment and Operations, Building Equipment and Home Appliances*, EPA-68-04-0047 (1971).

<sup>a</sup> Machinery equipped with noise control devices or other noise-reducing design features does not generate the same level of noise emissions as that shown in this table.

- 43 Although the peak noise levels generated by certain construction equipment may be greater than 86 dB(A) at a distance of 50 feet, the equivalent noise level would be approximately 86 dB(A) Leq (i.e., the equipment does not operate at the peak noise level over the entire duration).
- 44 Although the peak noise levels generated by certain construction equipment may be greater than 86 dB(A) dBA at a distance of 50 feet, the equivalent noise level would be approximately 86 dBA Leq (i.e., the equipment does not operate at the peak noise level over the entire duration).

**Table 4.12-2**  
**Typical Outdoor Construction Noise Levels**

Construction Phase	Approximate Leq dB(A) with Mufflers			
	50 Feet	60 Feet	100 Feet	200 Feet
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

*Source: US Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment and Home Appliance, EPA-68-04-0047 (1971).*

Land uses on the properties surrounding the Project Site primarily include surface parking lots, office/commercial, warehouse/industrial, and single-family, and multifamily residential uses. Among these land uses, single-family and multifamily residential uses have been identified and depicted in **Figure 4.12-1, Noise Monitor Locations** as the most likely sensitive receptors to experience noise level increases during Project construction. To identify the existing ambient noise levels at these nearby off-site sensitive receptors, as well as the general vicinity of the Project Site, noise measurements were taken with a Larson Davis Model 831 sound level meter, which conforms to industry standards set forth in American National Standard Institute (ANSI) S1.4-1983 (R2001)—Specification for Sound Level Meters. Additionally, this noise meter meets the requirement specified in Section 111.01(l) of the LAMC that the instruments be "Type S2A" standard instruments or better (See **Appendix C, Noise Background and Modeling Data**). This instrument was calibrated and operated according to the manufacturer's written specifications. At the measurement sites, the microphone was placed at a height of approximately 5 feet above grade. The measured noise levels are shown in **Table 4.12-3, Existing Ambient Daytime Noise Levels in Project Site Vicinity**.



**Table 4.12-3**  
**Existing Ambient Daytime Noise Levels in Project Site Vicinity**

Site #	Location	Primary Noise Sources	Leq	Lmin	Lmax
1	Southeast corner of Sunset Boulevard and Vermont Avenue	Heavy/Moderate morning rush hour traffic, constant flow of pedestrian traffic	71.9	62.6	84.3
2	On De Longpre Avenue, 480 feet east of Vermont Avenue	Little to no traffic on De Longpre Avenue, idling delivery trucks coming and going	77.0	65.4	83.5
3	Southwest corner of Fountain Avenue and Lyman Place	Moderate rush hour traffic on Fountain Avenue	65.8	51.6	73.8
4	On Westmoreland Avenue, 200 feet south of Fountain Avenue	Low amount of traffic on Westmoreland Avenue	52.9	45.3	67.2
5	On La Mirada Avenue, 400 feet east of N Vermont Avenue	Light traffic on La Mirada Avenue, occasional car alarm and loud exhaust passing by	65.8	43.2	83.9

*Source: Noise modeling data sheets are provided in Appendix C.  
Noise monitoring occurred between the times of 7:50am and 9:26am*

Due to the use of construction equipment during each construction phase, the proposed Project would expose surrounding off-site receptors to increased ambient exterior noise levels comparable to those listed in **Table 4.12-3**. It should be noted that any increase in noise levels at off-site receptors during construction of the proposed Project would be temporary in nature and would not generate continuously high noise levels, although occasional single-event disturbances from construction are possible. In addition, the construction noise during the heavier initial periods of construction (i.e., demolition, excavation, and grading work) would typically be reduced in the later construction phases (i.e., interior building construction at the proposed building) because the physical structure of the apartment building would break the line-of-sight noise transmission from the construction area to the nearby receptors.



SOURCE: Google Earth - 2016

FIGURE 4.12-1



Because construction activities associated with the proposed development at the Project Site would last for more than 10 days in a 3-month period, the proposed Project would cause a significant noise impact during construction if the ambient exterior noise levels at the identified off-site sensitive receptor located 25 feet from the Project Site were to be increased by 5 dB(A) or more. The next closest sensitive receptor is located approximately 25 feet southwest of the Project Site. Based on the results shown in **Table 4.12-4, Estimated Exterior Construction Noise at Nearest Sensitive Receptors**, the ambient exterior noise levels could be exceeded by 5 dB(A) or more. Based on the criteria established in the *LA CEQA Threshold Guide*, a substantial temporary or periodic increase in ambient noise levels would occur.

**Table 4.12-4**  
**Estimated Exterior Construction Noise at Nearest Sensitive Receptor**

Land Use	Distance (feet)	Ambient Noise Levels (dB[A] Leq)	Estimated Peak Construction Noise Levels (dB[A] Leq)	Noise Level Increase (dB[A] Leq)
Hospital	130	86	77.7	8.3
Residence 1	230	86	72.7	13.3
Residence 2	220	86	73.1	12.9

Source: Noise monitoring data sheets are provided in *Appendix C*.

Section 41.40 of the LAMC regulates noise from demolition and construction activities. Exterior demolition and construction activities that generate noise are prohibited between the hours of 9:00 PM and 7:00 AM Monday through Friday, and between 6:00 PM and 8:00 AM 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. In addition, pursuant to the City Noise Ordinance (LAMC Section 112.05), construction noise levels are exempt from the 75 dB(A) noise threshold if all technically feasible noise attenuation measures are implemented. The estimated construction-related noise levels associated with the proposed Project could exceed the numerical noise threshold of 75 dB(A) at 50 feet from the noise source as outlined in the City Noise Ordinance, and the typical construction noise levels associated with the proposed Project would exceed the existing ambient noise levels, the identified off-site sensitive receptor, by more than the 5 dB(A) threshold established by the *L.A. CEQA Thresholds Guide* during all construction phases. As such, a substantial temporary increase in ambient noise levels would occur at the identified off-site sensitive receptors. Impacts would be potentially significant and the mitigation identified below shall be incorporated into the Project to reduce noise levels to the extent feasible.

**Mitigation Measures:** The incorporation of the following mitigation measures into the Project would reduce construction noise impacts to a less than significant level.

**NOI-1                      Increased Noise Levels (Demolition, Grading and Construction Activities)**

- The Project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
- The Project shall comply with Section 41.40 of the Los Angeles Municipal Code, which limits allowable construction and demolition to the hours of 7:00 AM to 6:00 PM, Monday through Friday, and 8:00 AM to 6:00 PM on Saturday. Construction shall not be permitted on Sundays.
- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, must be turned off when not in use for more than 30 minutes.
- Place noise-generating construction equipment and locate construction staging areas away from sensitive uses, where feasible.
- Stationary construction equipment, such as pumps, generators, or compressors, must be placed as far from noise sensitive uses as feasible during all phases of project construction.
- Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources.
- The project contractor shall use power construction equipment with State of the Art noise shielding and muffling devices.

## **Operational**

### ***Acute Care Services Replacement Building***

The Project would not introduce any new uses as it is a replacement building for the existing facilities located on the Project Site. Operation of the proposed Project's facilities would not result in any new sources of generated noise. There would be no increase of employment or increased pedestrian traffic. Overall, the noise generated by the proposed Project would be similar to existing conditions.

Impacts would be less than significant.

#### ***HVAC Noise***

The Project would introduce various upgraded stationary noise sources, including HVAC systems, which would be located either on the roof, to the side of a structure, or on the ground. Both on- and off-site sensitive receptors could be potentially affected by the introduction of such equipment. Typically, this type of equipment produces noise levels of approximately 56.0 dB(A) at 50 feet from the source. This equipment would be screened and integrated into the architectural design of the building, and would further attenuate sound emanation from the HVAC systems. The use of such equipment would not generate noise levels that would substantially elevate the ambient noise environment and would not generate substantial noise and impacts to nearby noise-sensitive receptors.

Impacts would be less than significant.

#### ***Parking Garage Noise***

Parking would be provided within the existing parking structure located on the east of the Project Site. Sources of noise within the parking structure 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. The proposed Project does not involve the construction of any additional parking, and there would be no increase in parking garage noise than what is existing on the Project Site. No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

#### **b. *Would the project result in exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?***

**Less than Significant Impact.** Vibration is sound radiated through the ground. Vibration can result from a source (e.g., subway operations, vehicles, machinery equipment, etc.) causing the adjacent ground to move, thereby creating vibration waves that propagate through the soil to the foundations of nearby buildings. This effect is referred to as ground-borne vibration. The peak particle velocity (PPV) or the root mean square (RMS) velocity is usually used to describe vibration levels. PPV is defined as the maximum instantaneous peak of the vibration level, while RMS is defined as the square root of the average of the squared amplitude of the level. PPV is typically used for evaluating potential building damage, while RMS velocity in decibels (VdB) is typically more suitable for evaluating human response.



The background vibration velocity level in residential areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for most people. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or slamming of doors. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground-borne vibration from traffic is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

### Construction

Construction activities for the proposed Project have the potential to generate low levels of ground-borne 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 (e.g., building damage) and populations (e.g., annoyance).

In terms of construction-related impacts on buildings, the City of Los Angeles has not adopted policies or guidelines relative to ground-borne vibration. While the Los Angeles County Code (LACC Section 12.08.350) states a presumed perception threshold of 0.01 inch per second RMS, this threshold applies to ground-borne vibrations from long-term operational activities, not construction. Consequently, as both the City of Los Angeles and the County of Los Angeles do not have a significance threshold to assess vibration impacts during construction, the Federal Transit Administration (FTA) and California Department of Transportation's (Caltrans) adopted vibration standards for buildings are used to evaluate potential impacts related to project construction. Based on the FTA and Caltrans criteria, construction impacts relative to ground-borne vibration would be considered significant if the following were to occur:<sup>45</sup>

- Project construction activities would cause a PPV ground-borne vibration level to exceed 0.5 inches per second (ips) at any building that is constructed with reinforced concrete, steel, or timber;
- Project construction activities would cause a PPV ground-borne vibration level to exceed 0.3 ips at any engineered concrete and masonry buildings;

45 US Department of Transportation, 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.

- Project construction activities would cause a PPV ground-borne vibration level to exceed 0.2 ips at any nonengineered timber and masonry buildings; or
- Project construction activities would cause a PPV ground-borne vibration level to exceed 0.12 ips at any historical building or building that is extremely susceptible to vibration damage.

In addition, the City of Los Angeles has not adopted any thresholds associated with human annoyance for ground-borne vibration impacts. Therefore, this analysis uses the FTA's vibration impact thresholds for human annoyance. These thresholds include 80 VdB at residences and buildings where people normally sleep (e.g., nearby residences) and 83 VdB at institutional buildings, such as schools and churches. No thresholds have been adopted or recommended for commercial and office uses.

**Table 4.12-5, 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 during construction. As shown in **Table 4.12-5**, vibration velocities could range from 0.003 to 0.089 ips 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 4.12-5**  
**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
Caisson drill	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Loaded truck	0.076	0.027	0.020	0.015	0.010	86	77	75	72	68
Excavator	0.040	0.014	0.011	0.008	0.005	80	71	69	66	62
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.

The nearest residences are located within 100 feet of the Project Site (approximately 5 feet from excavator activities); vibration levels could reach 0.112 ips at these sensitive receptors (see **Appendix C**). As discussed previously, the most restrictive threshold for building damage from vibration is 0.12 ips PPV for buildings that are extremely susceptible to vibration damage. However, the existing house is not considered historic, and vibration levels at the existing house would not exceed the building damage threshold. Given that maximum off-site vibration levels would not exceed 0.12 PPV, there would be no potential for Project construction to result in vibration levels exceeding the most restrictive threshold of significance. Impacts with respect to building damage resulting from Project-generated vibration would be less than significant.

In terms of human annoyance resulting from vibration generated during construction, the single-family residential use and multifamily residences located approximately 5 feet southwest and south of the Project Site boundary could be exposed to increased vibration levels. As identified in **Table 4.12-5**, construction-generated vibration levels experienced at adjacent multifamily residences may exceed the 80 VdB thresholds for residential uses (where people normally sleep); a setback distance of 5 feet from excavator activities generates an RMS of 101 VdB using FTA methodologies. The proposed Project would adhere to the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, which prohibits the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible. Also, construction activities will be limited to daytime hours when residents are likely out of their homes and not typically sleeping (7:00 AM to 6:00 PM Monday to Friday, and 8:00 AM to 6:00 PM Saturday). Additionally, construction activities will be phased so as to prevent the concurrent operation of vibration-generating equipment, consistent with FTA and City of Los Angeles recommendations. Adherence to the ordinances stated above would reduce construction-related vibration levels to the maximum extent feasible. Human annoyance impacts with respect to construction-generated vibration increases would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

#### **Operational Vibration**

The proposed Project 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. The Project will result in an incremental increase of 290 additional daily trips and would not exceed two percent of existing traffic volumes. Therefore, ground-borne vibration due to regular vehicle traffic would not be perceptible.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

#### **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 project operations if the project causes the ambient noise level measured at the property line of affected uses that are shown in **Table 4.12-6, Community Noise Exposure (CNEL)**, to increase by 3 dB(A) in CNEL to or within the “normally

unacceptable” or “clearly unacceptable” category, or any 5 dB(A) 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 dB(A) CNEL at homes where the resulting noise level would be at least 70 dB(A) CNEL. In addition, any long-term increase of 5 dB(A) CNEL or more is considered to cause a significant impact. To achieve a 3 dB(A) 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 Leq standard of 5 dB(A) over ambient conditions as constituting a LAMC violation.

**Table 4.12-6**  
**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
Multifamily 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, and 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	—

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

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

*b 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 are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.

*c 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 necessary noise insulation features included in the design.

*d Clearly Unacceptable:* New construction or development should generally not be undertaken.

## Traffic Noise

For a new noise source to be audible, there would need to be a 3 dB(A) or greater CNEL noise increase. As discussed above, the traffic volume on any given roadway segment would need to double as a result of

the proposed Project for a 3 dB(A) increase in ambient noise to occur. According to the *L.A. CEQA Thresholds Guide*, if a project would result in traffic that is less than double the existing traffic, then the project's mobile noise impacts can be assumed to be less than significant.

The Traffic Assessment (Appendix D), prepared by Gibson Transportation Consulting, Inc. in August 2016, contains an analysis of existing peak hour traffic volumes for the intersections analyzed in the Assessment. According to the existing traffic volume count, total volume at the intersection of Vermont Avenue and Fountain Avenue was 8,165 trips in the AM and 10,955 trips in the PM. Total traffic volume at the intersection of North Virgil Avenue and Fountain Avenue was 6,027 in the AM and 7,935 in the PM. There will be an increase in traffic resulting from the proposed Project. The proposed Project would result in an incremental increase of 290 additional daily vehicle trips. However, the additional trips would not double or triple the existing traffic volume and thus would not increase roadway noise levels by 3 dB(A). Traffic-generated noise impacts would be considered less than significant.

### **Operational Noise—Stationary Noise Sources**

New stationary sources of noise, such as rooftop mechanical HVAC equipment for the elevator, would be installed on the proposed structure at the Project Site. The design of this equipment would be required to comply with Section 112.02 of the LAMC, 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 5 dB. Because the noise levels generated by the HVAC equipment serving the proposed Project would not be allowed to exceed the ambient noise level by 5 dB on the premises of the adjacent properties, a substantial permanent increase in noise levels would not occur at the nearby sensitive receptors. Impacts would be less than significant.

### **Parking Garage Noise**

Parking would be provided within the existing parking structure located on the east of the Project Site. Sources of noise within the parking structure 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. The proposed Project does not involve the construction of any additional parking and the impacts will be less than significant.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.



**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?***

**Less than Significant with Project Mitigation.** 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 analyzed in Section 4.12.a., due to the use of construction equipment during each construction phase, the proposed Project would expose surrounding off-site receptors to increased ambient exterior noise levels comparable to those listed in Table 4.12-3. It should be noted that any increase in noise levels at off-site receptors during construction of the proposed Project would be temporary in nature and would not generate continuously high noise levels, although occasional single-event disturbances from construction are possible. In addition, the construction noise during the heavier initial periods of construction (i.e., demolition, excavation, and grading work) would typically be reduced in the later construction phases (i.e., interior building construction at the proposed building) because the physical structure of the apartment building would break the line-of-sight noise transmission from the construction area to the nearby receptors. Because construction activities associated with the proposed development at the Project Site would last for more than 10 days in a 3-month period, the proposed Project would cause a significant noise impact during construction if the ambient exterior noise levels at the identified off-site sensitive receptor located 25 feet from the Project Site were to be increased by 5 dB(A) or more. The next closest sensitive receptor is located approximately 25 feet southwest of the Project Site. Based on the results shown in Table 4.12-4, **Estimated Exterior Construction Noise at Nearest Sensitive Receptors**, the ambient exterior noise levels could be exceeded by 5 dB(A) or more. Based on the criteria established in the *LA CEQA Threshold Guide*, a substantial temporary or periodic increase in ambient noise levels would occur.

Section 41.40 of the LAMC regulates noise from demolition and construction activities. Exterior demolition and construction activities that generate noise are prohibited between the hours of 9:00 PM and 7:00 AM Monday through Friday, and between 6:00 PM and 8:00 AM 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. In addition, pursuant to the City Noise Ordinance (LAMC Section 112.05), construction noise levels are exempt from the 75 dB(A) noise threshold if all technically feasible noise attenuation measures are implemented. The estimated construction-related noise levels associated with the proposed Project could exceed the numerical noise threshold of 75 dB(A) at 50 feet from the noise source as outlined in the City Noise Ordinance, and the typical construction noise levels associated with the proposed Project would exceed the existing ambient noise levels, the identified off-site sensitive receptor, by more than the 5 dB(A) threshold established by the *L.A. CEQA Thresholds Guide* during all construction phases. As such, a substantial temporary increase in

ambient noise levels would occur at the identified off-site sensitive receptors. Impacts would be potentially significant and the mitigation identified below shall be incorporated into the Project to reduce noise levels to the extent feasible.

**Mitigation Measures:** The incorporation of the following mitigation measures into the Project would reduce construction noise impacts to a less than significant level.

**NOI-1                      Increased Noise Levels (Demolition, Grading and Construction Activities)**

- The Project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
- The Project shall comply with Section 41.40 of the Los Angeles Municipal Code, which limits allowable construction and demolition to the hours of 7:00 AM to 6:00 PM, Monday through Friday, and 8:00 AM to 6:00 PM on Saturday. Construction shall not be permitted on Sundays.
- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, must be turned off when not in use for more than 30 minutes.
- Place noise-generating construction equipment and locate construction staging areas away from sensitive uses, where feasible.
- Stationary construction equipment, such as pumps, generators, or compressors, must be placed as far from noise sensitive uses as feasible during all phases of project construction.
- Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources.
- The project contractor shall use power construction equipment with State of the Art noise shielding and muffling devices.

***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 a 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 near a project site. There are no airports within a two-mile radius of the Project Site, nor is the Project Site within any airport land use plan or airport hazard zone. The proposed Project would not expose people to excessive noise levels associated with airport uses.

No impact would occur.

**Mitigation Measures:** No mitigation measures are required.

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

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

No impact would occur.

**Mitigation Measures:** No mitigation measures are required.

## 4.13 POPULATION AND HOUSING

### Impact Analysis

- 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.** The proposed Acute Care Services Replacement Hospital Building Project (“Project”) involves the construction of a five-story (four above-grade and a basement level) building in the center of the Hollywood Presbyterian Medical Center (HPMC) campus for acute care services. The construction of the Project would not result in an increase in residents within the City of Los Angeles. Additionally, the Project involves the construction of a new building to relocate some hospital functions and departments in portions of existing buildings to the new building to meet the State’s seismic standards (i.e., new housing or employment generators). Approximately 30,933 square feet of floor area in existing buildings will be converted to administrative office use, which would not cause an unexpected growth. The proposed Project would not accelerate development in an undeveloped area that exceeds growth projections that would result in an adverse physical change in the environment or introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan or General Plan. Therefore, the proposed Project would not induce substantial population growth.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

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

**No Impact.** A significant impact may occur if a project would result in the displacement of existing housing units, necessitating the construction of replacement housing elsewhere. The proposed Acute Care Services Replacement Hospital Building Project (“Project”) involves the construction of a five-story (four above-grade and a basement level) building in the center of the Hollywood Presbyterian Medical Center (HPMC) campus for acute care services. There are no existing housing units located in the Project Site, and the Project does not involve the demolition of any residential units. Therefore, the proposed Project would not necessitate the construction of replacement housing.

No Impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

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

**No Impact.** As previously mentioned, the proposed Project would not displace any number of people, thereby necessitating the construction of replacement housing. As previously indicated, there is no anticipated growth as a result for this project.

There would be no impact.

**Mitigation Measures:** No mitigation measures are required.



## 4.14 PUBLIC SERVICES

### Impact Analysis

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

**i. Fire protection**

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

The proposed Acute Care Services Replacement Hospital Building Project involves the construction of a replacement building in the center of the HPMC campus for acute care services that need to be relocated into a building that meets State seismic safety standards. This replacement building will provide space to relocate and replace the existing emergency department, kitchen, medical/surgical patient rooms, labor and delivery department, and surgery department.

The Project would be consistent in nature with HPMC's current acute care services, and would not generate new jobs or additional need for housing, and as such, would not result in an increased demand for LAFD services.

The Project Site is served by LAFD Station No. 35, located at 1601 Hillhurst Avenue (at Hillhurst Avenue and Clayton Avenue), approximately 0.25 miles north of the Project Site. Station No. 35 is equipped with a task force truck and engine company, a paramedic rescue ambulance, and 12 LAFD personnel.<sup>46</sup> Based

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<sup>46</sup> City of Los Angeles, Draft Program Environmental Impact Report, Hollywood Community Plan Area, Hollywood Community Plan Update (2011).

on the response distance criteria specified in LAMC 57.512.1 and the relatively short distance from Fire Station No. 35 to the Project Site, fire protection response would be considered adequate.<sup>47</sup>

The required fire flow necessary for fire protection varies with the type of development, life hazard, occupancy, and degree of fire hazard. Pursuant to LAMC Section 57.507.3.1, City-established fire flow requirements vary from 2,000 gallons per minute (gpm) in low-density residential areas to 12,000 gpm in high-density commercial or industrial areas. In any instance, a minimum residual water pressure of 20 pounds per square inch (psi) is to remain in the water system while the required gpm is flowing. The required minimum fire flow for the development is estimated to be approximately 6,000 to 9,000 gpm based on the proposed Project's scale and density.<sup>48</sup> Any potential changes in existing hydrants along the Project frontage would be reviewed by the LAFD prior to site plan approval. Standard LAFD regulations, including fire flow, would be applied to the proposed Project as standard conditions of approval by the LAFD and the City Planning Department. However, the Project would include the incorporation of regulatory compliance measures that require the Project be evaluated and approved by the Fire Department prior to either 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; and all structures must be within 300 feet of an approved fire hydrant. In complying with this regulation, impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

## ii. Police protection

**Less than Significant Impact.** A significant impact may occur if the City of Los Angeles Police Department (LAPD) could not adequately serve a project without necessitating a new or physically altered station, the construction of which may cause significant environmental impacts. 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 project, based on the net increase of residential units or square footage of nonresidential floor area; (b) the demand for police services anticipated at the time of project build-out compared to the expected level of service available, considering, 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.

<sup>47</sup> LAMC, ch. 5, art. 7, Fire Protection and Prevention (Fire Code), sec. 57.512.1, Response Distances (2014).

<sup>48</sup> LAMC, ch. 5, art. 7, Fire Protection and Prevention (Fire Code), sec. 57.507.3.1, Fire-Flow Requirements (2014).

The Project Site is located in the Northeast Community Area division of the LAPD's Central Bureau. The Northeast Community Area is approximately 29 square miles and includes the communities of Atwater, Cypress Park, Eagle Rock, East Hollywood, Echo Park, Elysian Park, Elysian Valley, Franklin Hills, Garvanza, Griffith Park, Glassell Park, Highland Park, Los Feliz, Mount Washington, Silver Lake, and Solano Canyon.<sup>49</sup> Approximately 313 sworn police officers and 25 civilian support staff are deployed over three watches at the Northeast Community Area.<sup>50</sup> The Project Site is served by the Northeast Community Police Station, located at 3353 San Fernando Road. Based on the residential service population of approximately 250,000 residents within the LAPD's Hollywood Community service area, the officer-to-resident ratio is approximately 1.25 officers per 1,000 residents. Within the Hollywood Area, the proposed Project is located within Reporting District (RD) 1152. The Project would be consistent in nature with HPMC's current acute care services, and would not increase the number of residents that would generate an increase in the number of service calls from the Project Site. Further, the proposed Project would not result in increased traffic, and therefore would not increase the number of traffic-related incidents. As demand for LAPD services would be similar existing conditions, no new LAPD facilities would be required. As such, impacts to police services would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

### iii. Schools

**No Impact.** A significant impact may occur if a project includes substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the Los Angeles Unified School District (LAUSD). Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on public schools shall be made considering the following factors: (a) the population increase resulting from the project, based on the net increase of residential units or square footage of nonresidential floor area; (b) the demand for school services anticipated at the time of project build-out compared to the expected level of service available, considering, as applicable, scheduled improvements to LAUSD services (facilities, equipment, and personnel) and the project's proportional contribution to the demand; (c) whether (and to the degree to which) accommodation of the increased demand would require construction of new facilities, a major reorganization of students or classrooms, major revisions to the school calendar (such as year-round sessions), or other actions that would create a temporary or permanent impact on the school(s); and (d) whether the project includes features that would reduce the demand for school services (e.g., on-site school facilities or direct support to LAUSD).

49 Los Angeles Police Department (LAPD), Central Bureau, "Northeast Community Police Station" (January 2015), [http://lapdonline.org/northeast\\_community\\_police\\_station](http://lapdonline.org/northeast_community_police_station).

50 City of Los Angeles, Integrated Resources Plan, Environmental Impact Report (November 2005).

The Project area is currently served by several LAUSD public schools, as shown in Table 4.14-1, **LAUSD Public Schools within the Project Area**. During construction activities, the haul route for the Project Site would utilize Sunset Boulevard, Vermont Avenue, and Fountain Avenue toward the US 101. None of these schools is located within the haul route for the Project, and the Project would not result in temporary impacts to school services.

**Table 4.14-1**  
**LAUSD Public Schools within the Project Area**

School	Address	Distance from Project Site (miles)	Students Served
Alexandria Elementary School	4211 Oakwood Avenue	1.7	K-5
Cheremoya Elementary School	6017 Franklin Avenue	2.2	K-6
Franklin Avenue Elementary School	1910 N. Commonwealth Avenue	1.0	K-5
Grant Elementary School	1530 N. Wilton Place	1.5	K-6
Harvard Elementary School	330 N. Harvard Boulevard	2.0	K-5
Kingsley Elementary School	5200 Virginia Avenue	0.9	K-5
Lockwood Elementary School	4345 Lockwood Avenue	0.8	K-6
Los Feliz STEMM Magnet School (Elementary)	1740 N. New Hampshire Avenue	0.5	K-6
Ramona Elementary School	1133 N. Mariposa Avenue	0.7	K-6
Van Ness Avenue Elementary	501 N. Van Ness Avenue	2.4	K-5
Vine Street Elementary	955 N. Vine Street	2.4	K-6
King Middle School	4201 Fountain Avenue	0.7	6-8
Joseph Le Conte Middle School	1316 N. Bronson Avenue	1.7	6-8
John Marshall High School	3939 Tracy Street	1.6	9-12
Helen Bernstein High School	1309 N. Wilton Place	1.3	9-12

Source: Los Angeles Unified School District, <http://notebook.lausd.net/schoolsearch/selector.jsp> (accessed August 12, 2016).

The proposed Project would not generate any residents; therefore, the Project would not generate any additional students. The demand for school services would not increase, and the need for new school facilities would not be required.

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

#### iv. Parks

**No Impact.** 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 project; (b) the demand for recreation and park services anticipated at the time of project build-out compared to the expected level of service available, considering, 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).

As discussed in **Section 4.13, Population and Housing**, the development of the proposed Project would not include any residential units. Therefore, the proposed Project would not result in an increase of new residents to the Hollywood Community Plan Area. The proposed Project would not generate a demand on recreational resources or a need for additional parkland.

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

#### v. Other public services

##### ***Libraries***

**No 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), that 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 build-out compared to the expected level of service available, considering, as applicable, scheduled improvements to existing 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 [LAPL]).

The proposed Project would not generate an increase in population and therefore would not increase the demand for library services.

No impacts would occur.



**Mitigation Measures:** No mitigation measures are required.

## 4.15 RECREATION

### Impact Analysis

- 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?***

**No Impact.** A significant impact may occur if a project includes 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 project; (b) the demand for recreation and park services anticipated at the time of project completion and occupancy compared to the expected level of service available, considering, 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).

The proposed Project would not generate an increase in population and therefore would not increase the demand for recreation services.

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

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

**No Impact.** A significant impact may occur if a project includes the construction or expansion of park facilities and such construction would have a significant adverse effect on the environment.

The proposed Project does not include recreational facilities. As stated previously, the proposed Project would not generate an increase in population and, therefore, would not generate an increase in demand for existing for existing park or recreation facilities that would require the construction or expansion of existing recreational facilities.

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

## 4.16 TRANSPORTATION AND TRAFFIC

### Impact Analysis

- 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?*

**Less than Significant Impact.** A significant impact could occur if the Project were to result in substantial increases in traffic volumes in the vicinity of the Project such that the existing street capacity experiences a decrease in the existing volume-to-capacity (V/C) ratios or experiences increased traffic congestion exceeding LADOT's recommended level of service.

### Operational Traffic

The following intersections were identified, in coordination with LADOT staff, for inclusion in the traffic analysis. The analyzed locations are shown in the Traffic Study and correspond to locations where potential traffic impacts from the Project are most likely to occur. The intersections identified for analysis are as follows:

1. Vermont Avenue & Sunset Boulevard
2. Virgil Avenue/Hillhurst Avenue & Sunset Boulevard/Hollywood Boulevard
3. Vermont Avenue & Fountain Avenue
4. Virgil Avenue & Fountain Avenue

### Estimated Trip Generation

Trip generation estimates for the Project were reviewed and approved by LADOT and were calculated using trip generation rates contained in *Trip Generation*. **Table 4.16-1, Trip Generation Estimates**, summarizes the trip generation estimates for the daily AM peak-hour and PM peak-hour periods, respectively. In addition to calculating the trip rates for the specific components of the proposed Project, credits and offsets were calculated. In addition, due to its proximity to transit, some of the trips assumed in the Trip Generation manual would occur by transit rather than private vehicle. Finally, there would be some trips to the Project Site that would be drawn from existing traffic passing the site and thus would not be considered new trips. Based on these factors, the trip calculation was adjusted accordingly.

The Project includes the construction of a new five-story (four above-grade and a basement level) building in the existing hospital campus. The new building will contain approximately 134,750 square feet of floor area, as defined by the Los Angeles Municipal Code (LAMC), with a height of approximately 85 feet. The Project Site is currently developed with five hospital buildings (North Wing, South Wing, Patient Tower, Doctors Tower, and Special Deliveries Building) containing a total of approximately 651,116 square feet of floor area. The Applicant is seeking to relocate some of the acute care and service departments in these existing buildings into the new building in order to comply with Senate Bill 90, which requires all hospitals to retrofit, replace or remove acute-care services from hospital buildings not meeting the state's seismic criteria. While there will be no increase in the number of licensed beds or patients associated with implementation of the proposed Project, the Project will convert approximately 30,933 square feet of the replaced spaces in existing buildings to administrative office use. As shown in **Table 4.16-1**, the Project would generate 341 weekday trips, including 41 A.M. peak-hour trips and 42 P.M. peak-hour trips; and accounting for the Transit Credit of 15%, there will be a net traffic increase of 290 weekday trips, including 41 A.M. peak-hour trips and 36 P.M. peak-hour trips.

## **Project Impacts**

### ***Existing with Project Impacts***

Project traffic was added to existing traffic conditions and the potential for impacts evaluated. **Table 4.16-2, Existing with Project Conditions—Intersection Level of Service AM/PM Peak Hours**, summarizes the level of service for the existing with Project conditions at the analyzed intersections for the AM and PM peak hours, respectively. Based on the City's guidelines, an impact could be significant if one of the following scenarios would occur: at an intersection with Level of Service C if the volume-to-capacity (V/C) ratio increased by .04 or greater; at an intersection with Level of Service D if the volume-to-capacity (V/C) ratio increased by .02 or greater; or at an intersection with Level of Service E or F if the volume-to-capacity (V/C) ratio increased by .01 or greater. The analysis summarized in **Table-4.16-2** indicates that for the AM/PM peak hour, the addition of Project traffic would not cause an increases in V/C ratios above the threshold. Therefore, it is concluded that the Project would not cause any significant traffic impacts compared to existing conditions in either the AM or PM peak hours.

### ***Future with Project Impacts***

**Table 4.16-3, Future without and with Project Conditions—Intersection Level of Service AM/PM Peak Hours**, summarizes the results of the future with Project conditions intersections analysis during the weekday morning and afternoon peak hours.

The future with Project conditions were compared to the future without Project conditions to assess the impacts of the Project as compared to the future environment without development of the Project. In

addition, potential net increases in average daily vehicle trips and peak-hour vehicle trips from the 43 related projects were taken into consideration. Based on the City's significance criteria, the change in traffic flow generated by the Project when compared to conditions without the Project is not anticipated to result in a significant impact at any of the study intersections under future conditions.

**Table 4.16-1**  
**Project Trip Generation Estimates**

Land Use (ITE Code)	Rate	Units	Daily	AM Peak-Hour Trips			PM Peak-Hour Trips		
				In	Out	Total	In	Out	Total
<b><u>Trip Generation Rates</u></b>									
General Office (710)	Per 1,000 sf	sf	11.03	88%	12%	1.56	17%	83%	1.37
<b><u>Proposed Project Conditions</u></b>									
Office (710)	30,933 sf	sf	341	42	6	48	7	35	42
Transit Credit – 15%			(51)	(6)	(1)	(7)	(1)	(5)	(6)
<b><u>Net New Project Trips</u></b>			<b>290</b>	<b>36</b>	<b>5</b>	<b>41</b>	<b>6</b>	<b>30</b>	<b>36</b>

Source: Traffic Assessment for the Hollywood Presbyterian Medical Center Acute Care Services Replacement Hospital Building, (August 2016), Gibson Transportation Consulting, Inc.

Note: Trip Generation, 9th Edition, Institute of Transportation Engineers, 2012.

**Table 4.16-2**  
**Existing with Project Conditions (Year 2016)**  
**Intersection Significant Impact Analysis**

No.	Intersection	Peak Hour	Existing 2015		Existing 2015 with Project		Change in V/C	Significant Impact?
			V/C	LOS	V/C	LOS		
1	Vermont Avenue & Sunset Boulevard	AM	0.589	A	0.590	A	0.001	No
		PM	0.672	B	0.676	B	0.004	No
2	Hillhurst Avenue/ Virgil Avenue & Sunset Boulevard/ Hollywood Boulevard	AM	0.580	A	0.580	A	0.000	No
		PM	0.824	D	0.824	D	0.000	No
3	Vermont Avenue & Fountain Avenue	AM	0.574	A	0.584	A	0.010	No
		PM	0.747	C	0.752	C	0.005	No
4	Virgil Avenue & Fountain Avenue	AM	0.507	A	0.511	A	0.004	No
		PM	0.746	C	0.751	C	0.005	No

Source: Traffic Assessment for the Hollywood Presbyterian Medical Center Acute Care Services Replacement Hospital Building, (August 2016), Gibson Transportation Consulting, Inc.

Note: Refer to Traffic Assessment in **Appendix D**.

LOS = level of service.

**Table 4.16-3**  
**Future without and with Project Conditions (Year 2020)—**  
**Intersection Significant Impact Analysis**

No.	Intersection	Peak Hour	Future 2020 without Project		Future 2020 with Project		Change in V/C	Significant Impact?
			V/C	LOS	V/C	LOS		
1	Vermont Avenue & Sunset Boulevard	AM	0.645	B	0.648	B	0.003	No
		PM	0.736	C	0.739	C	0.003	No
2	Hillhurst Avenue/ Virgil Avenue & Sunset Boulevard/ Hollywood Boulevard	AM	0.636	B	0.636	B	0.000	No
		PM	0.899	D	0.900	D	0.001	No
3	Vermont Avenue & Fountain Avenue	AM	0.630	B	0.640	B	0.010	No
		PM	0.817	D	0.822	D	0.005	No
4	Virgil Avenue & Fountain Avenue	AM	0.558	A	0.561	A	0.003	No
		PM	0.815	D	0.821	D	0.006	No

Source: Traffic Assessment for the Hollywood Presbyterian Medical Center Acute Care Services Replacement Hospital Building, (August 2016), Gibson Transportation Consulting, Inc.

Note: Refer to Traffic Assessment In **Appendix D**.

LOS = level of service.

### **Congestion Management Plan Analysis**

The Congestion Management Plan (CMP) requires that when a Traffic Impact Assessment (TIA) is prepared for a project, traffic and transit impact analyses be conducted for select regional facilities based on the amount of project traffic expected to use these facilities.

### **CMP Significant Traffic Impact Criteria**

The *CMP Guidelines* state that a CMP freeway analysis must be conducted if 150 or more trips attributable to the proposed development are added to a mainline freeway-monitoring location in either direction during the morning or afternoon weekday peak hours. Similarly, a CMP arterial monitoring station analysis must be conducted if 50 or more peak-hour project trips are added to a CMP arterial monitoring station during the morning or afternoon weekday peak hours of adjacent street traffic.

The Project would not generate 150 peak hour trips. Therefore, the Project is not capable of adding 150 peak hour trips to any freeway monitoring station. Thus, no CMP impact would occur and no additional freeway analysis is required under the CMP criteria for existing or future conditions.



Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

- 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?***

**No Impact.** As discussed in Section 4.16(a), no CMP freeway-monitoring segment or intersection analysis is required, and there would be no Project-related impacts to the CMP. The proposed Project would not conflict with any travel demand measures.

No Impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

- 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. No aviation-related use would occur.

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

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

**Less than Significant Impact with Project Mitigation.** A significant impact could occur if a 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 access or other features were designed in such a way as to create hazard conditions. The Project would not include new vehicular access driveways to the Project Site. This Project entrances would be properly designed and constructed to ensure the safety of vehicular and pedestrian circulation in the Project area. The Project involves the construction of a new five-story (four above grade and a basement level), 134,750-square-foot building in the HPMC campus. Given that the site currently and will have high pedestrian levels

around the campus, the construction of a new building may have an impact on pedestrian, bicycle, and vehicle safety. The Applicant is required per the referenced mitigation measure to install appropriate traffic signs around the site to ensure circulation safety.

Impacts would be less than significant with mitigation incorporated.

**Mitigation Measures:** The following mitigation measures are proposed.

**TRA-1            Safety Hazards**

The developer shall install appropriate traffic signs around the site to ensure pedestrian, bicycle, and vehicle safety during construction.

**TRA-2            Transportation/Traffic**

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 should 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.

***e.                    Would the project result in inadequate emergency access?***

**Less than Significant Impact.** A significant impact may occur if a 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 stated in Section 4.8, Hazards and Hazardous Materials, the proposed Project is not located on or near an adopted emergency response or evacuation plan.<sup>51</sup> Development of the Project Site may require temporary and/or partial closures along the private street due to construction activities. 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

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<sup>51</sup> City of Los Angeles General Plan, "Safety Element," Exhibit H, Critical Facilities and Lifeline Systems in the City of Los Angeles, <http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf>.

to vehicular circulation routes and patterns and/or impede public access or travel on public rights-of-way. Development of the proposed Project may temporarily affect access on the private street during construction.

As described previously, environmental impacts may result from project construction because of limited access to emergency response equipment. However, these potential impacts would be mitigated to a less than significant level by the implementation of an emergency evacuation plan as required by the City of Los Angeles. Prior to the issuance of a building permit, the applicant is required to develop an emergency response plan in consultation with the Fire Department which includes mapping of emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals and fire departments.

Impacts would be less than significant with mitigation incorporated.

**Mitigation Measures:** The following mitigation measures are proposed.

**HAZ-1                      Emergency Evacuation Plan**

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 limited to the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals, and fire departments.

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

**No Impact.** For the purpose of this Initial Study, a significant impact may occur if a 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. Furthermore, the proposed Project would not interfere with any Class I or Class II bikeway systems nor would it interfere with pedestrian facilities.

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

## 4.17 UTILITIES AND SERVICE SYSTEMS

### Impact Analysis

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

**No Impact.** A significant impact would occur if a project exceeds wastewater treatment requirements of the applicable Regional Water Quality Control Board (RWQCB). According to Section 13260 of the California Water Code, 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 RWQCB. The RWQCB then authorizes an National Pollutant Discharge Elimination System (NPDES) permit that ensures compliance with wastewater treatment and discharge requirements. The 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, therefore, is subject to the State's wastewater treatment requirements. Wastewater from the Project Site would continue to be treated according to the wastewater treatment requirements enforced by the LARWQCB.

Construction of the new acute care services replacement hospital building will result in approximately 134,750 NSF of floor area as defined by the LAMC and will contain the same number of emergency treatment bays (20) as the to-be-replaced existing emergency department; and other replacement acute care services, such as medical/surgical patient rooms, the labor and delivery department, and the surgery department; and a replacement kitchen. This replacement building would generate wastewater consistent in manner as the existing acute care services. The Project would follow the wastewater treatment requirements enforced by the LARWQCB. Therefore, implementation of the proposed Project would not exceed wastewater treatment requirements.

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

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

**No 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 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 build-out; (c) the amount by which the project would cause the projected growth in population, housing, or employment for the Hollywood 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***

LADWP ensures the reliability and quality of its 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–south, entering Los Angeles in Sylmar at the Los Angeles Aqueduct Filtration Plant (LAAFP) in Sylmar, which is owned and operated by the 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). The average plant flow is approximately 450 mgd during the nonsummer months and 550 mgd during the summer months; thus, the plant operates at between 75 and 90 percent capacity, respectively. Therefore, the LAAFP has a remaining treatment capacity of approximately 50 to 150 mgd, depending on the season.

The proposed Project would require the use of water utilities for the acute care replacement services, landscaping, and automatic fire sprinkler systems. While landscaping and sprinklers would require the use of water supplies, the proposed Project would not reduce the LAAFP’s capacity of 600 mgd. Therefore, no new or expanded water treatment facilities would be required.

In the event that any further 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 because any disruption of service would be of a short-term nature, the replacement of the



water mains would be within public rights-of-way, and any foreseeable infrastructure improvements would be limited to the immediate Project vicinity.

### **Wastewater Treatment Facilities and Existing Infrastructure**

Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant wastewater impact if: (a) the project were to 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 were to 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 HTP. The HTP treats an average daily flow of 362 mgd and has the capacity to treat 450 mgd.<sup>52</sup> This equals a remaining capacity of 88 mgd of wastewater able to be treated at the HTP.<sup>53</sup>

In case of an emergency, wastewater would temporarily be stored on site in the event of a seismic event. No less than 5,000 gallons will be stored to satisfy California Code of Regulations, Title 24, California Plumbing Code, Section 727. Normal waste discharge will go directly through on site sewers and to the street.

The proposed Project would require the use of water utilities for the acute care services replacement building and associated services, and landscaping and automatic fire sprinkler systems. While the replacement building and services, landscaping and sprinklers would require the use of water supplies, the project would not result in an overall increase in water use and wastewater generation as existing HPMC acute care services would be decommissioned uses.

The LA Green Building Code requires 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. The HTP has a remaining capacity to treat 88 additional mgd and would have adequate capacity to serve the Project. Implementation of the proposed Project would not reduce the available capacity treated at HTP; therefore, no new or expanded wastewater treatment facilities would be required.

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52 City of Los Angeles Department of Public Works, Bureau of Sanitation, Hyperion Treatment Plant. Accessed August 12, 2016, [http://san.lacity.org/lasewers/treatment\\_plants/hyperion/index.htm](http://san.lacity.org/lasewers/treatment_plants/hyperion/index.htm).

53 City of Los Angeles Department of Public Works, Bureau of Sanitation, Hyperion Treatment Plant. Accessed August 12, 2016, [http://san.lacity.org/lasewers/treatment\\_plants/hyperion/index.htm](http://san.lacity.org/lasewers/treatment_plants/hyperion/index.htm).

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

**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?***

**No Impact.** A significant impact may occur if the volume of stormwater runoff were to 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 previously, the proposed Project would not result in a significant increase in site runoff, or any changes in the local drainage patterns. Runoff from the Project Site currently is and would continue to be collected on the site and directed toward existing storm drains in the Project vicinity. The proposed Project will be required to comply with Low Impact Development (LID) Ordinance standards and retain or treat the first ¾ inch of rainfall in a 24-hour period. Thus, the rate of post-development runoff and pollutants from the medical center would be reduced under the proposed Project. The proposed Project would not create or contribute water runoff that would exceed the capacity of existing or planned stormwater drainage systems.

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

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

**Less Than Significant Impact.** A significant impact may occur if a project were to 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 completion; (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.

According to the City's Urban Water Management Plan (UWMP), the City's projected demand for water, during dry seasons would be 2,236,000 acre-feet per year (afy) for 2015 and 2,188,000 afy for 2020.<sup>54</sup>

The proposed Project would require the use of water utilities which would represent a fraction of a 1 percent demand on existing water supplies. Emergency sprinkler systems use approximately 8 to 24 gallons per minute. However, the use of the sprinkler systems would only occur during rare events such as fires and do not affect daily or annual water rates.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

- 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 on the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant wastewater impact if (a) the project were to 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 were to 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 **Section 4.17(b)**, the HTP treats an average daily flow of 362 mgd and has the capacity to treat 450 mgd, leaving a remaining capacity of 88 mgd of wastewater able to be treated at the HTP.

Impacts would be less than significant.

**Mitigation Measures:** Mitigation measures are not required.

- 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>54</sup> City of Los Angeles Department of Public Works. City of Los Angeles Urban Water Management Plan. 2011.

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 (CiSWMPP), or the 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 multifamily developments, private haulers provide waste collection services for most multifamily residential and commercial developments within the City. Solid waste transported by both public and private haulers is recycled, reused, transformed at a waste-to-energy facility, or disposed of at a landfill. Within the City of Los Angeles, the Chiquita Canyon Landfill and the Manning Pit Landfill serve existing land uses within the City. Both landfills accept residential, commercial, and construction waste. The Chiquita Canyon Landfill currently has a remaining capacity of 3.97 million tons<sup>55</sup> and an estimated remaining life of 2 years. Although this is close to Project build-out, an expansion of the Chiquita Canyon Landfill that would increase capacity by 23,872,000 tons (a 21-year life expectancy) is currently under proposal. Therefore, there would be no break in service, and Chiquita Canyon Landfill would be sufficiently able to serve the proposed Project.

The proposed Project would follow all applicable solid waste policies and objectives that are required by law, statute, or regulation. The solid waste disposal needs would be directed to the local recycling facilities and landfills described above. Based on the gross development size of 784,356 square feet of floor area and a standard waste generation rate of 4.34 pounds per square foot, it is estimated that the construction of the proposed Project would generate approximately 3,404,105 pounds, or 1,702 tons of debris during the construction process.<sup>56</sup> This estimate is conservative; it does not factor in any recycling or waste diversion programs. The amount of solid waste generated by the proposed Project during construction is within the available capacities at area landfills. During operation, trash and recycling receptacles would be provided on each level. Additionally, the Project will contain a room for trash and recycling storage (with a separate area for recyclable materials) that will not be visible to the public. In addition, the Project

55 Los Angeles County Department of Public Works, 2012 Annual Report: Los Angeles Countywide Integrated Waste Management Plan (Alhambra, CA: County of Los Angeles Department of Public Works, August 2013).

56 United States Environmental Protection Agency, Office of Resource Conservation and Recovery, Report No. EPA530-R-09-002, Estimating 2003 Building-Related Construction and Demolition Materials Amount (March 2009), 8, <http://www.epa.gov/epawaste/conserve/imr/cdm/pubs/cd-meas.pdf>.

would be required to comply with AB 939, which would require the applicant to implement a Solid Waste Diversion Program and divert at least 50 percent of the solid waste generated by the Project from the appropriate landfill. The proposed Project would also comply with all federal, State, and local regulations related to solid waste. Therefore, the proposed Project would have a less than significant impact related to solid waste.

**Mitigation Measures:** No mitigation measures are required.

***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 were to generate solid waste that was not disposed of in accordance with applicable regulations. During construction, the proposed Project would generate solid waste that is similar to the existing acute care services hospital building and would comply with all federal, State, and local statutes and regulations regarding proper disposal.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

## 4.18 MANDATORY FINDINGS OF SIGNIFICANCE

### Impact Analysis

- 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?***

**Less than Significant Impact.** Based on the analysis in this Initial Study, the proposed Project would not 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, or reduce the number or restrict the range of a rare or endangered plant or animal. Implementation of the mitigation measures identified and compliance with existing regulations would reduce impacts to less than significant levels.

**Mitigation Measures:** No mitigation measures are required.

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

**Less than Significant Impact.** A significant impact may occur if a project, in conjunction with other related projects in the vicinity of the project site, were to result in impacts that would be less than significant when viewed separately, but would be significant when viewed together. As described in Section 3.0, Project Description, the proposed building would provide replacement space for existing hospital uses in a new building in the interior of the existing HPMC Campus. There will be no increase in licensed beds or patients. Based on these characteristics, occupancy and use of proposed Acute Care Services Replacement Building would not contribute to any cumulative aesthetic, air quality, greenhouse gas emissions, land use and planning, noise, public services, recreation, or transportation and traffic impacts. Based on the analysis in this initial study, the proposed Project would also not result in any significant agriculture and forestry resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, population and housing, or utility systems impacts that would be significant and, for this reason, the Project would result in any cumulatively



considerable contribution to impacts related to these resources and topics. Analysis of construction related impacts determined incremental short-term increase in air emissions would occur; however, peak daily emissions generated within the Project Site during construction activities for each phase would not be significant and would not contribute to cumulative air quality impacts based on the South Coast Air Quality District methodology and thresholds. Other short term construction impacts would also not be significant and because the location of the proposed building in the interior of the existing HPMC Campus, these temporary impacts will not occur adjacent to any off-site construction activities that could result in cumulative construction impacts. Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

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

**Less than Significant with Project Mitigation.** 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 stated from Section 4.1 through Section 4.17.

Impacts would be less than significant with mitigation incorporated.

**Mitigation Measures:** Applicable mitigation measures stated from Section 4.1 through Section 4.17 would be required.

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