



# City of Los Angeles

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



## INITIAL STUDY

### HOLLYWOOD COMMUNITY PLAN AREA

## 8150 Sunset Boulevard Mixed-Use Project

Case Number: ENV-2013-2552-EIR

**Project Location:** 8150 Sunset Boulevard, Los Angeles, California, 90029

**Council District:** 4 – Tom LaBonge

**Project Description:** The Project Applicant proposes to redevelop the 2.56-acre property located at 8150 Sunset Boulevard with a mixed-use residential and retail project. The property is located within the Hollywood community of the City of Los Angeles (City), and currently contains two commercial structures and other improvements, all of which would be demolished and removed from the site. The proposed project would consist of two buildings over a single podium structure with various elements ranging in height from two stories to 16 stories in height (approximately 42 feet above the ground elevation at the intersection of Sunset and Crescent Heights Boulevards [the “North Building”], increasing to approximately 108 feet for the nine-story portion and approximately 191 feet for the 16-story portion of the building [the “South Building”]; the overall building height is approximately 216 feet as measured from the low point of the site along Havenhurst Drive to the top of the South Building). The North Building, which would be built along Sunset Boulevard, would include two levels with a rooftop terrace containing exclusively commercial uses. The South Building would contain commercial uses on the first two levels, residential uses on levels three through 15, and a rooftop restaurant/lounge on the top level. The project would include approximately 111,310 square feet of commercial retail and restaurant uses within three lower levels (one subterranean) and one rooftop level, 249 apartment units, including 28 affordable housing units, within the twelve upper levels representing approximately 222,560 gross square feet of residential space. The project would also provide a new central public plaza, new public space at the northeast corner of the site, public rooftop deck/garden areas along Sunset Boulevard, a private pool and pool deck area for residents, as well as other resident-only amenities totaling approximately 6,900 square feet that would include a residential lobby, resident recreation room, fitness center, changing rooms, business center, and library. Parking for all proposed uses would be provided on-site via a seven-level (three subterranean and semi-subterranean levels) parking structure housed within the podium structure that includes 849 total parking spaces (295 for residential uses and 554 for commercial uses). The total development would include approximately 333,870 square feet of commercial and residential space with a maximum floor-area ratio (FAR) of approximately 3:1. The Project Applicant anticipates commencing construction in 2015 with occupancy occurring in 2017.

**APPLICANT:** AG-SCH 8150 Sunset Boulevard Owner, L.P.

**PREPARED BY:** PCR Services Corporation

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

**September 2013**

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# CITY OF LOS ANGELES

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

## CALIFORNIA ENVIRONMENTAL QUALITY ACT

# INITIAL STUDY AND CHECKLIST

(Article IV B City CEQA Guidelines)

<b>LEAD CITY AGENCY</b> City Planning Department	<b>COUNCIL DISTRICT</b> 4	<b>DATE</b> September 11, 2013
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### RESPONSIBLE AGENCIES

Regional Water Quality Control Board, South Coast Air Quality Management District (SCAQMD)

### PROJECT TITLE/NO.

8150 Sunset Boulevard

### CASE NO.

ENV-2013-2552-EIR

### PREVIOUS ACTIONS CASE NO.

N/A

DOES have significant changes from previous actions.

DOES NOT have significant changes from previous actions.

### PROJECT DESCRIPTION:

AG-SCH 8150 Sunset Boulevard Owner, L.P., (the Applicant) proposes to redevelop the 2.56-acre property located at 8150 Sunset Boulevard with a mixed-use residential and retail project. The property is located within the Hollywood community of the City of Los Angeles (City), and currently contains two commercial structures and other improvements, all of which would be demolished and removed from the site. The proposed project would consist of two buildings over a single podium structure with various elements ranging in height from two stories to 16 stories in height (approximately 42 feet above the ground elevation at the intersection of Sunset and Crescent Heights Boulevards (the "North Building"), increasing to approximately 108 feet for the nine-story portion and approximately 191 feet for the 16-story portion of the building (the "South Building"); the overall building height is approximately 216 feet as measured from the low point of the site along Havenhurst Drive to the top of the South Building). The North Building, which would be built along Sunset Boulevard, would include two levels with a rooftop terrace containing exclusively commercial uses. The South Building would contain commercial uses on the first two levels, residential uses on levels three through 15, and a rooftop bar/lounge on the top level. The project would include approximately 111,310 square feet of commercial retail and restaurant uses within three lower levels (one subterranean) and one rooftop level, 249 apartment units, including 28 affordable housing units, within the twelve upper levels representing approximately 222,560 gross square feet of residential space. The project would also provide a new central public plaza, new public space at the northeast corner of the site, public rooftop deck/garden areas along Sunset Boulevard, a private pool and pool deck area for residents, as well as other resident-only amenities totaling approximately 6,900 square feet that would include a residential lobby, resident recreation room, fitness center, changing rooms, business center, and library. Parking for all proposed uses would be provided on-site via a seven-level (three subterranean and semi-subterranean levels) parking structure housed within the podium structure that includes 849 total parking spaces (295 for residential uses and 554 for commercial uses). The total development would include up to 333,872 square feet of commercial and residential space with a maximum floor-area ratio (FAR) of approximately 3:1.

### ENVIRONMENTAL SETTING:


The project site encompasses approximately 2.56 acres (111,339 square feet) of land area currently occupied by two commercial buildings and associated surface parking. The two structures on the site were built between 1960 and 1988 and contain a total of 80,000 square feet of retail tenancy inclusive of the following uses: fast food restaurants, check cashing facility, dry-cleaners, coffee shop, walk-in bank facility, fitness, massage parlor, pet grooming services, storage facility and dental office. The main retail structure, built in 1988, is a three-level concrete structure with a one-level, below-grade parking garage and two levels of above-grade retail uses. The second structure is a two-story Chase Bank building constructed in 1960 that fronts Sunset Boulevard. In addition, there is a standard-sized billboard at the site that until recently was digital. The site is generally flat, with a topography that gently slopes down from the north to the south. Landscaping on the site is limited to a small number of ornamental trees.

**PROJECT LOCATION:**

The project site is located at 8150 W. Sunset Boulevard in the Hollywood community of the City of Los Angeles, at the foot of the Hollywood Hills, approximately seven miles northwest of downtown. The site is well served by a network of regional transportation facilities. Various public transit stops operated by the Los Angeles County Metropolitan Transportation Authority (Metro) are located in close proximity to the project site, the Hollywood Freeway (State Route 101) is approximately two miles northeast of the site, Interstate 10 is approximately four miles south of the project site, and Interstate 405 is approximately six miles southwest of the site. The project site is located within the block bounded by Sunset Boulevard on the north, Havenhurst Drive on the west, Crescent Heights Boulevard on the east, and multi-family residential uses within the City of West Hollywood on the south. The project site is located at the western terminus of the Hollywood Community of the City of Los Angeles, and therefore the site functions as a part of the western gateway to the Sunset Strip. The project vicinity is highly urbanized and generally built-out. The project site, with frontage on Sunset Boulevard, lies in the more active regional center of Hollywood with its mixed-use blend of commercial, restaurant, bars, studio/production, office, entertainment, and high density residential uses.

For further discussion see Attachment A.

<b>PLANNING DISTRICT</b> Hollywood Community Plan		<b>STATUS:</b> <input type="checkbox"/> PRELIMINARY <input type="checkbox"/> PROPOSED <input checked="" type="checkbox"/> ADOPTED
<b>EXISTING ZONING</b> C4-1D	<b>MAX. DENSITY ZONING</b> 1:1 FAR	<input checked="" type="checkbox"/> DOES CONFORM TO PLAN  <input type="checkbox"/> DOES NOT CONFORM TO PLAN  <input type="checkbox"/> NO DISTRICT PLAN
<b>PLANNED LAND USE &amp; ZONE</b> Same as existing zoning	<b>MAX. DENSITY PLAN</b> 1.5:1	
<b>SURROUNDING LAND USES</b> See Attachment A, Project Description	<b>PROJECT DENSITY</b> 3:1	

 **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.

*Simal P. Dewawitharana Environmental Specialist II*

SIGNATURE

TITLE

## EVALUATION OF ENVIRONMENTAL IMPACTS:

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

9) The explanation of each issue should identify:

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

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**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 checked="" type="checkbox"/> Aesthetics               | <input type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Public Services                    |
| <input type="checkbox"/> Agriculture and Forestry Resources  | <input type="checkbox"/> Hydrology/Water Quality       | <input checked="" type="checkbox"/> Recreation                         |
| <input checked="" type="checkbox"/> Air Quality              | <input checked="" type="checkbox"/> Land Use/Planning  | <input checked="" type="checkbox"/> Transportation/Traffic             |
| <input type="checkbox"/> Biological Resources                | <input type="checkbox"/> Mineral Resources             | <input checked="" type="checkbox"/> Utilities/Service Systems          |
| <input checked="" type="checkbox"/> Cultural Resources       | <input checked="" type="checkbox"/> Noise              | <input checked="" type="checkbox"/> Mandatory Findings of Significance |
| <input checked="" type="checkbox"/> Geology/Soils            | <input checked="" type="checkbox"/> Population/Housing |  |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions |  |  |

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

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**BACKGROUND**

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**PROPONENT NAME**

AG-SCH 8150 Sunset Boulevard Owner, L.P.

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**PHONE NUMBER**

(310) 285-7081

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**PROPONENT ADDRESS**

8899 Beverly Blvd, Suite 710, West Hollywood, CA 90048

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**AGENCY REQUIRING CHECKLIST**

City Planning Department

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**DATE SUBMITTED**

September 11, 2013

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**PROPOSAL NAME (If Applicable)**

8150 Sunset Boulevard Mixed-Use Project

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**ENVIRONMENTAL IMPACTS**

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

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. AESTHETICS.</b> Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>II. AGRICULTURE AND FOREST RESOURCES.</b> In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<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 12220(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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>III. AIR QUALITY.</b> Where available, the significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the SCAQMD or Congestion Management Plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment (ozone, carbon monoxide, & PM 10) under an applicable federal or state ambient air quality standard?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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>IV. BIOLOGICAL RESOURCES.</b> Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service ?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service ?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh vernal pool, coastal, etc.) Through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>V. CULTURAL RESOURCES:</b> Would the project:				
a. Cause a substantial adverse change in significance of a historical resource as defined in State CEQA §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<b>VI. GEOLOGY AND SOILS.</b> Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<b>VII. GREENHOUSE GAS EMISSIONS.</b> Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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**VIII. HAZARDS AND HAZARDOUS MATERIALS.** Would the project:

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

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

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 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 checked="" type="checkbox"/> | <input type="checkbox"/> |

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in an manner which would result in flooding on- or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>X. LAND USE AND PLANNING.</b> Would the project:				
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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>XI. MINERAL RESOURCES.</b> Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<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"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

**XII. NOISE.** Would the project result in:

- |   |                                     |                          |                          |                                     |
|---|-------------------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Exposure of persons to or generation of noise in level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| b. Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?  | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?  | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input 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"/> |

**XIII. POPULATION AND HOUSING.** Would the project:

- |  |                                     |                          |                          |                                     |
|--|-------------------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |

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

- |   |                                     |                                     |                          |                          |
|---|-------------------------------------|-------------------------------------|--------------------------|--------------------------|
| a. Fire protection?                               | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Police protection?                             | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Schools?                                       | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Parks?   | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Other governmental services (including roads)? | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input type="checkbox"/> |

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XV. RECREATION.</b>				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>XVI. TRANSPORTATION/CIRCULATION.</b> Would the project:				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>XVII. UTILITIES.</b> Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h. Other utilities and service systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.**

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





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

PREPARED BY	TITLE	TELEPHONE #	DATE
Jay Ziff PCR Services Corporation 201 Santa Monica Blvd., Suite 500 Santa Monica, CA 90401	Vice President, Director of Environmental Planning Documentation	(310) 451-4488	September 11, 2013

# ATTACHMENT A: PROJECT DESCRIPTION

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## A. INTRODUCTION

AG-SCH 8150 Sunset Boulevard Owner, L.P., (the Applicant) proposes to redevelop the 2.56-acre property located at 8150 Sunset Boulevard with a mixed-use residential and retail project. The property is located within the Hollywood community of the City of Los Angeles (City), and currently contains two commercial structures and other improvements, all of which would be demolished and removed from the site. The proposed project would consist of two buildings over a single podium structure with various elements ranging in height from two stories to 16 stories in height (approximately 42 feet above the ground elevation at the intersection of Sunset and Crescent Heights Boulevards (the “North Building”), increasing to approximately 108 feet for the nine-story portion and approximately 191 feet for the 16-story portion of the building (the “South Building”); the overall building height is approximately 216 feet as measured from the low point of the site along Havenhurst Drive to the top of the South Building). The North Building, which will be built along Sunset Boulevard, would include two levels with a rooftop terrace containing exclusively commercial uses. The South Building would contain commercial uses on the first two levels, residential uses on levels three through 15, and a rooftop restaurant/lounge on the top level.

The project would include approximately 111,310 square feet of commercial retail and restaurant uses within three lower levels (one subterranean) and one rooftop level, 249 apartment units, including 28 affordable housing units, within the twelve upper levels representing approximately 222,560 gross square feet of residential space. The project would also provide a new, approximately 9,135 square-foot public space at the northeast corner of the site, a 34,050 square-foot central public plaza at the site interior, public rooftop deck/garden areas along Sunset Boulevard, a private pool and pool deck area for residents, as well as other resident-only amenities totaling approximately 6,900 square feet that would include a residential lobby, resident recreation room, fitness center, business center, changing rooms, and library. Parking for all proposed uses would be provided on-site via a seven-level (three subterranean and semi-subterranean levels) parking structure housed within the podium structure that includes 849 total parking spaces (295 for residential uses and 554 for commercial retail and restaurant uses). Short- and long-term bicycle parking totaling approximately 985 spaces would also be provided on-site, including 428 spaces for residential uses and 557 spaces for commercial uses. The total development would include up to 333,872 square feet of commercial and residential space with a maximum floor-area ratio (FAR) of approximately 3:1.

## B. PROJECT LOCATION AND SURROUNDING USES

The project site is located at 8150 W. Sunset Boulevard in the Hollywood community of the City of Los Angeles, at the foot of the Hollywood Hills, approximately seven miles northwest of Downtown Los Angeles as shown on **Figure A-1, Regional and Project Vicinity Locations**. The site is well served by a network of regional transportation facilities. Various public transit stops operated by the Los Angeles County Metropolitan Transportation Authority (Metro) are located in close proximity to the project site, the Hollywood Freeway (State Route 101) is approximately two miles northeast of the site, Interstate 10 is approximately four miles south of the project site, and Interstate 405 is approximately six miles southwest of the site.



0 500 1,000 Feet

### Regional Location Map

FIGURE

A-1

8150 Sunset Boulevard Mixed-Use Project

Source: ESRI Street Map, 2009; PCR Services Corporation, 2013.

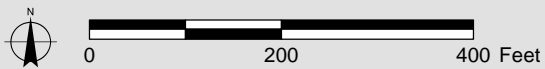
The project site is located within the block bounded by Sunset Boulevard on the north, Havenhurst Drive on the west, Crescent Heights Boulevard on the east, and multi-family residential uses within the City of West Hollywood on the south, as shown in **Figure A-2, Aerial Photograph with Surrounding Land Uses**. The project site is located in the western portion of the Hollywood Community of the City of Los Angeles, and therefore the site functions as a part of the western gateway to the Sunset Strip. The project vicinity is highly urbanized and generally built-out, as also indicated in Figure A-2. The project site, with frontage on Sunset Boulevard, lies in the more active regional center of Hollywood with its mixed-use blend of commercial, restaurant, bars, studio/production, office, entertainment, and high density residential uses.

### **C. SITE BACKGROUND AND EXISTING CONDITIONS**

The project site encompasses approximately 2.56 acres (111,339 square feet) of land area currently occupied by two commercial buildings and associated parking, as shown in Figure A-2. The two structures on the site were built in 1960 and in 1988 and contain 80,000 square feet of retail tenancy inclusive of the following uses: fast food restaurants, check cashing facility, dry-cleaners, coffee shop, walk-in bank facility, fitness, massage parlor, pet grooming services, storage facility and dental office. The main retail structure, completed in 1988, is a three-level concrete structure with a one-level, below-grade parking garage and two levels of above-grade retail uses. The second structure is a two-story Chase Bank building constructed in 1960 that fronts Sunset Boulevard. In addition, there is a standard-sized billboard at the site that until recently was digital. All existing on-site structures, parking, signage, and landscaping would be removed from the site prior to construction of proposed uses. The site is generally flat, with a topography that gently slopes down from the north to the south. Landscaping on the site is limited to a small number of ornamental trees.

### **D. PLANNING AND ZONING**

The project site is located within the Hollywood Community Plan Area in the City of Los Angeles. The project site is zoned C4-1D and has a General Plan land use designation of Neighborhood Office Commercial with corresponding zones of C1, C2, C4 and P Zones in the Hollywood Plan. The project site is not located within any Specific Plan area and is not subject to any interim control ordinances. The site's "1D" height district designation permits a FAR of 1:1 as the site is subject to a "D" development condition, which provides that the total floor area of all buildings on a lot may not exceed one (1) times the buildable area of the lot. The zoning designation does not restrict height. Development projects that qualify for a density bonus by providing on-site affordable housing units shall be granted incentives, including an increase in FAR to 3:1.



### Aerial Photograph with Surrounding Land Uses

8150 Sunset Boulevard Mixed-Use Project  
Source: ESRI, 2010; PCR Services Corporation, 2013.

FIGURE  
**A-2**

## E. DESCRIPTION OF PROPOSED PROJECT

### 1. Mixed-Use Project

The project would provide a vertical mix of uses within two structural buildings. The north building would include three levels (one subterranean) of entirely commercial uses and would have a maximum height of three levels above grade along Sunset Boulevard. The south building would include commercial uses on the first two levels, twelve levels of residential uses above the commercial floors, and a rooftop restaurant/lounge level on Level 16. The retail levels within the lower floors would include approximately 102,690 square feet of commercial retail and restaurant uses, while the rooftop restaurant/lounge would include approximately 4,901 square feet of enclosed space, for a total commercial floor area of 111,310 square feet. Residential uses would total approximately 222,560 square feet with 249 rental apartment units, including 28 restricted affordable units. The height of the podium structure would not exceed approximately 42 feet above the ground elevation at the intersection of Sunset and Crescent Heights Boulevards, while the structure would increase in height to approximately 108 feet for the nine-story portion and approximately 191 feet for the 16-story portion of the building; the overall building height is approximately 216 feet as measured from the low point of the site along Havenhurst Drive to the top of the 16-story portion of the building. The project would include an open space area, or plaza, at the Sunset grade, which would create opportunities for outdoor activities, visual connections to the surrounding area from within the project and pedestrian connections to the three surrounding streets.

The proposed development is summarized below in **Table A-1, Proposed Project Summary**, and the site plan is illustrated in **Figure A-3, Proposed Site Plan**, **Figure A-4, Proposed Development – Plaza Level**, and **Figure A-5, Proposed Development – Level 9**, while internal circulation within the first subterranean parking level (Level B1) is illustrated in **Figure A-6, Internal Circulation – Level B1**, below. Building elevations of the project as viewed from Sunset Boulevard and N. Crescent Heights Boulevard, respectively, are provided in **Figure A-7, Project North Elevation – Sunset Boulevard**, and **Figure A-8, Project East Elevation – N. Crescent Heights Boulevard**.

#### (a) Commercial Component

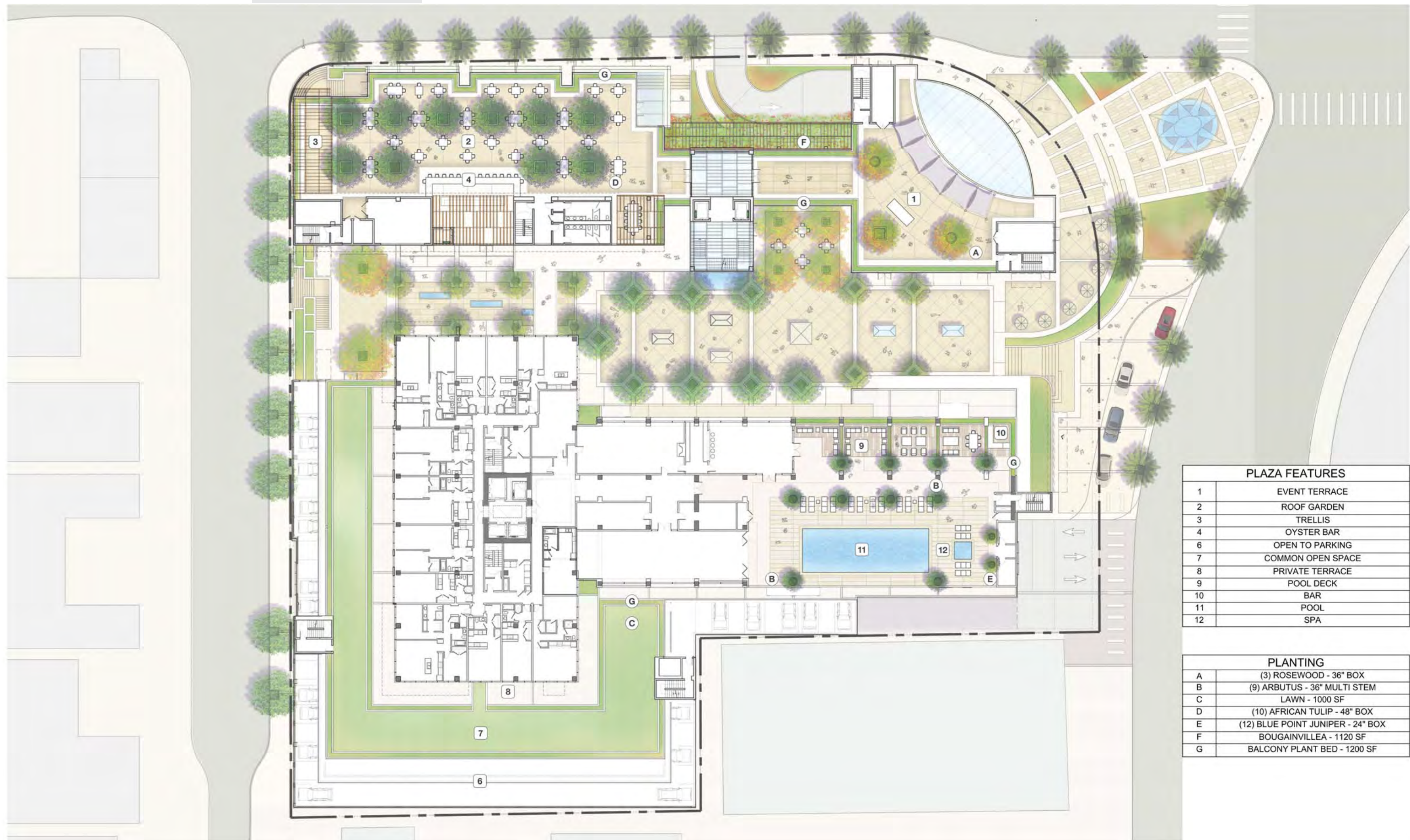
The retail portion of the mixed-use project would contain approximately 102,690 square feet of retail floor area on three levels inclusive of one basement level below the Sunset Grade in a Type I constructed structure, as well as an approximately 4,901 square-foot rooftop restaurant/lounge on Level 16. The subterranean retail level would be located beneath the north building along Sunset Boulevard, while retail uses on Level 1 (Plaza Level) and Level 2 would be housed within both the north building and south building structures. The project would accommodate a mix of retail uses including approximately 25,000 square feet of a supermarket tenant, approximately 22,000 square feet of restaurants, approximately 51,310 square feet of traditional retail, an approximately 8,000 square-foot fitness use (e.g. yoga studio, fitness studio, etc.), and a walk-in bank totaling approximately 5,000 square feet. The first level of retail, which is at and slightly above the Sunset Boulevard grade, would have approximately 16-foot ceiling heights, and the second level of retail along Sunset Boulevard would have approximately 14-foot ceiling heights. The feature retail building at the northeast corner of the project site (see Figure A-7 above) would have a glass atrium that would be approximately 42 feet in height. The north building retail structure would include two roof deck/garden areas for use by retail patrons and the public, and access to these rooftop amenities would be provided by a dedicated staircase and elevator that connects the Level B1 retail and parking level directly to all levels above including the roof terrace. The roof deck areas would each have ancillary catering kitchens and a

common restroom facility. Commercial uses would also include a rooftop restaurant/lounge on Level 16 of the south building, which would be accessible to the public via a dedicated lobby and elevator on Level B1.

Table A-1


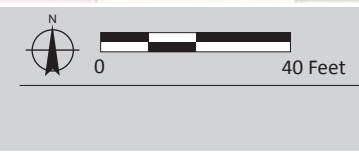
## Proposed Project Summary

<b>Residential Units</b>		
<b>Market Rate</b>	<b>Affordable</b>	<b>Total</b>
<b>Studio</b>		
64	9	73
<b>One Bedroom</b>		
115	15	130
<b>Two Bedroom</b>		
34	4	38
<b>Three Bedroom</b>		
8	--	8
<b>221</b>	<b>28</b>	<b>249 units</b>
<b>Residential Unit Floor Area</b>		<b>191,324 s.f.</b>
<b>Residential Common Area (Roof Decks)</b>		<b>18,600 s.f.</b>
<b>Residential Amenities:</b>		
Lobby		1,500 s.f.
Resident Recreation Room		1,152s.f.
Fitness		1,815 s.f.
Business Center		536 s.f.
Library		1,140 s.f.
Changing Rooms		738 s.f.
<b>Subtotal Amenities</b>		<b>6,881 s.f.</b>
Circulation/Common Areas		24,359 s.f.
<b>Total Residential Floor Area</b>		<b>222,564 s.f.</b>
Commercial Uses		111,308 s.f.
<b>Total Commercial Floor Area</b>		<b>111,308 s.f.</b>
<b>TOTAL PROJECT FLOOR AREA</b>		<b>333,874 s.f.</b>
FAR	2.99	
<i>s.f. = square feet      FAR = floor-area ratio</i>		
<i>Source: AG-SCH 8150 Sunset Boulevard Owner, LP, 2013</i>		



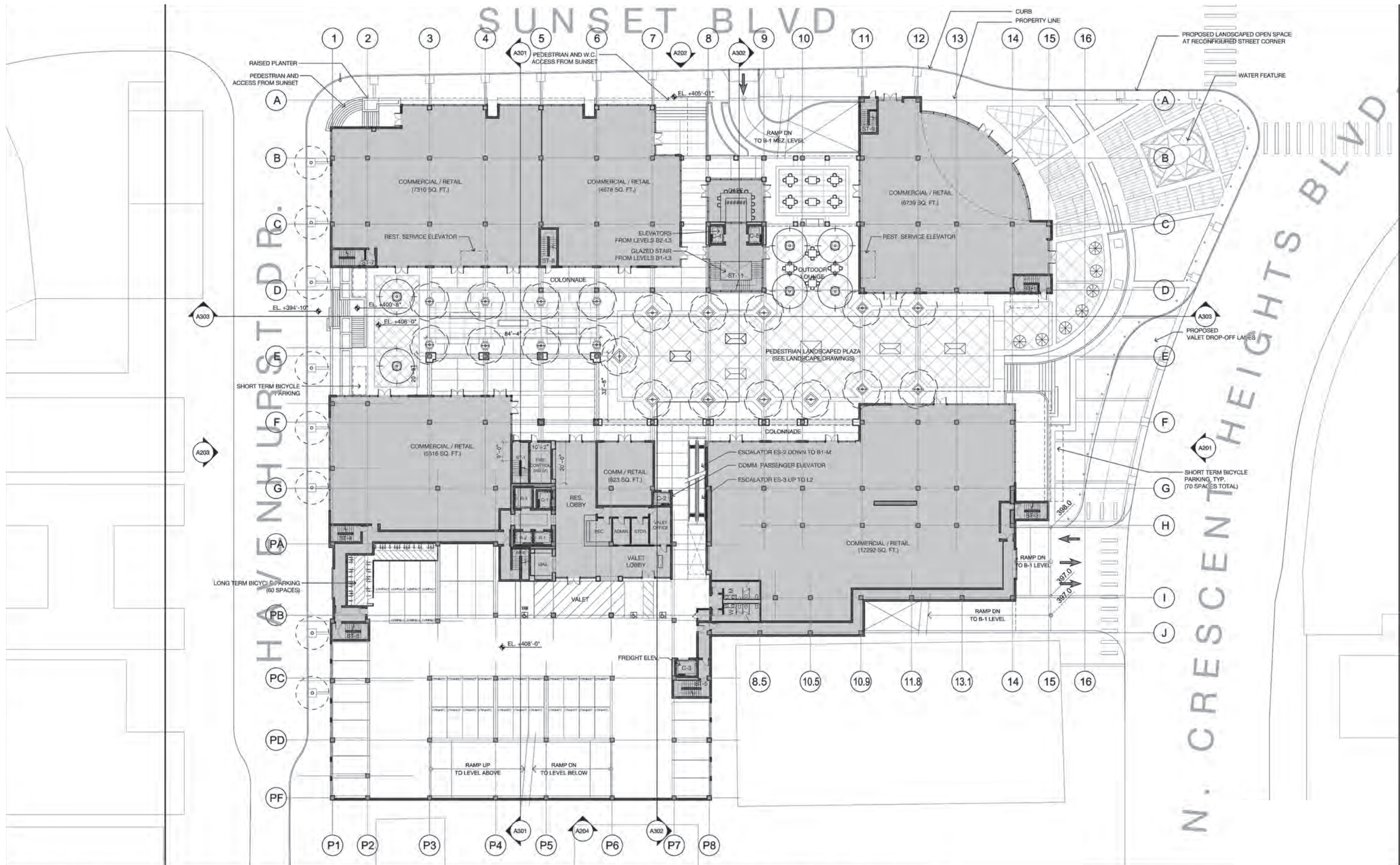
PLAZA FEATURES	
1	EVENT TERRACE
2	ROOF GARDEN
3	TRELLIS
4	OYSTER BAR
6	OPEN TO PARKING
7	COMMON OPEN SPACE
8	PRIVATE TERRACE
9	POOL DECK
10	BAR
11	POOL
12	SPA

PLANTING	
A	(3) ROSEWOOD - 36" BOX
B	(9) ARBUTUS - 36" MULTI STEM
C	LAWN - 1000 SF
D	(10) AFRICAN TULIP - 48" BOX
E	(12) BLUE POINT JUNIPER - 24" BOX
F	BOUGAINVILLEA - 1120 SF
G	BALCONY PLANT BED - 1200 SF

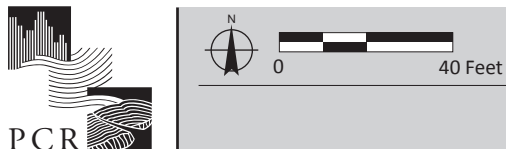





SUNSET BLVD

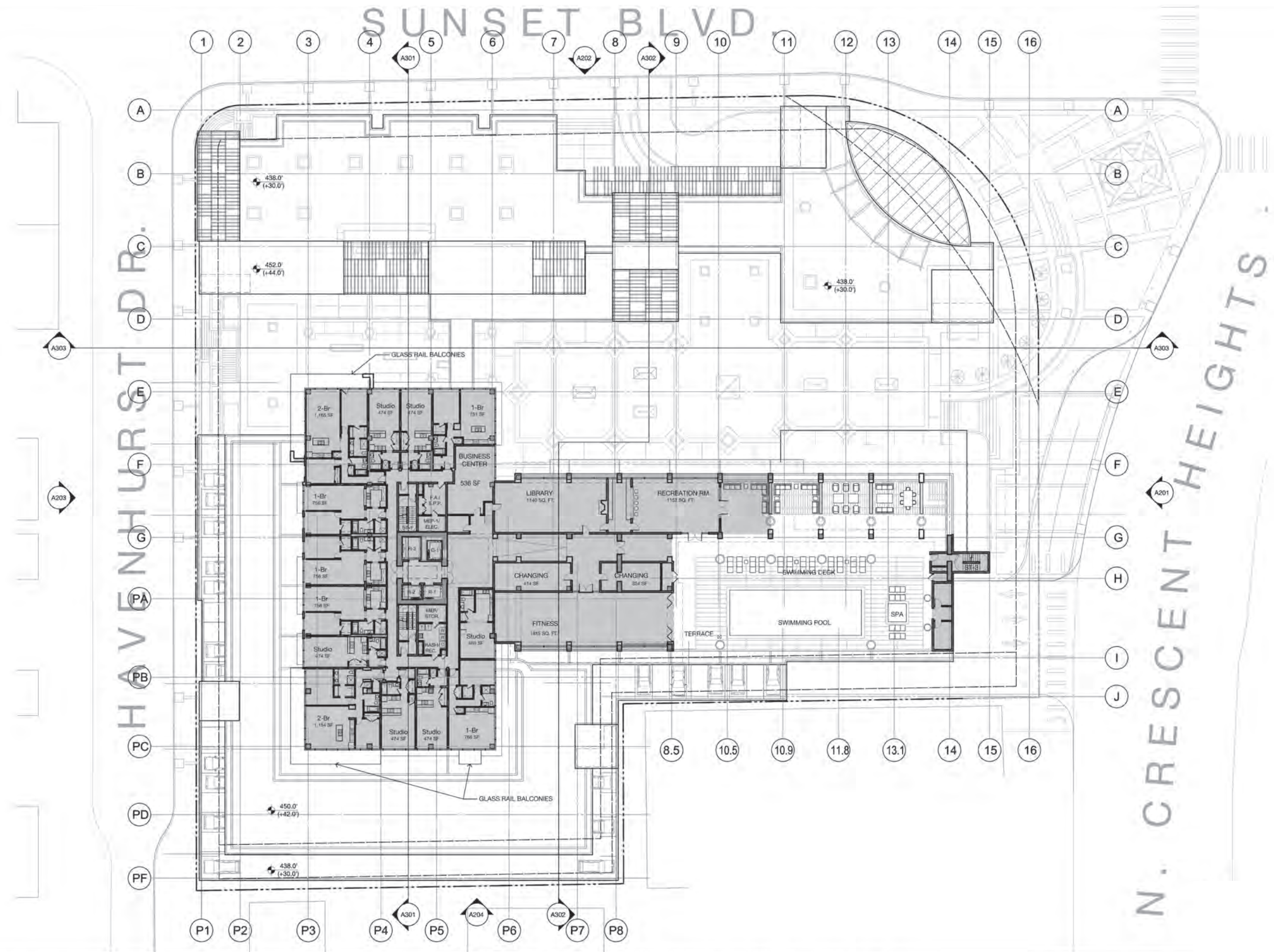


N. CRESCENT HEIGHTS BLVD



Proposed Development - Plaza Level

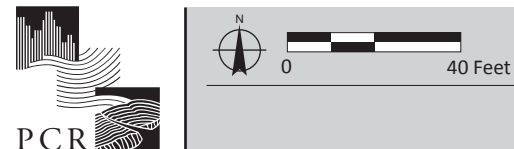
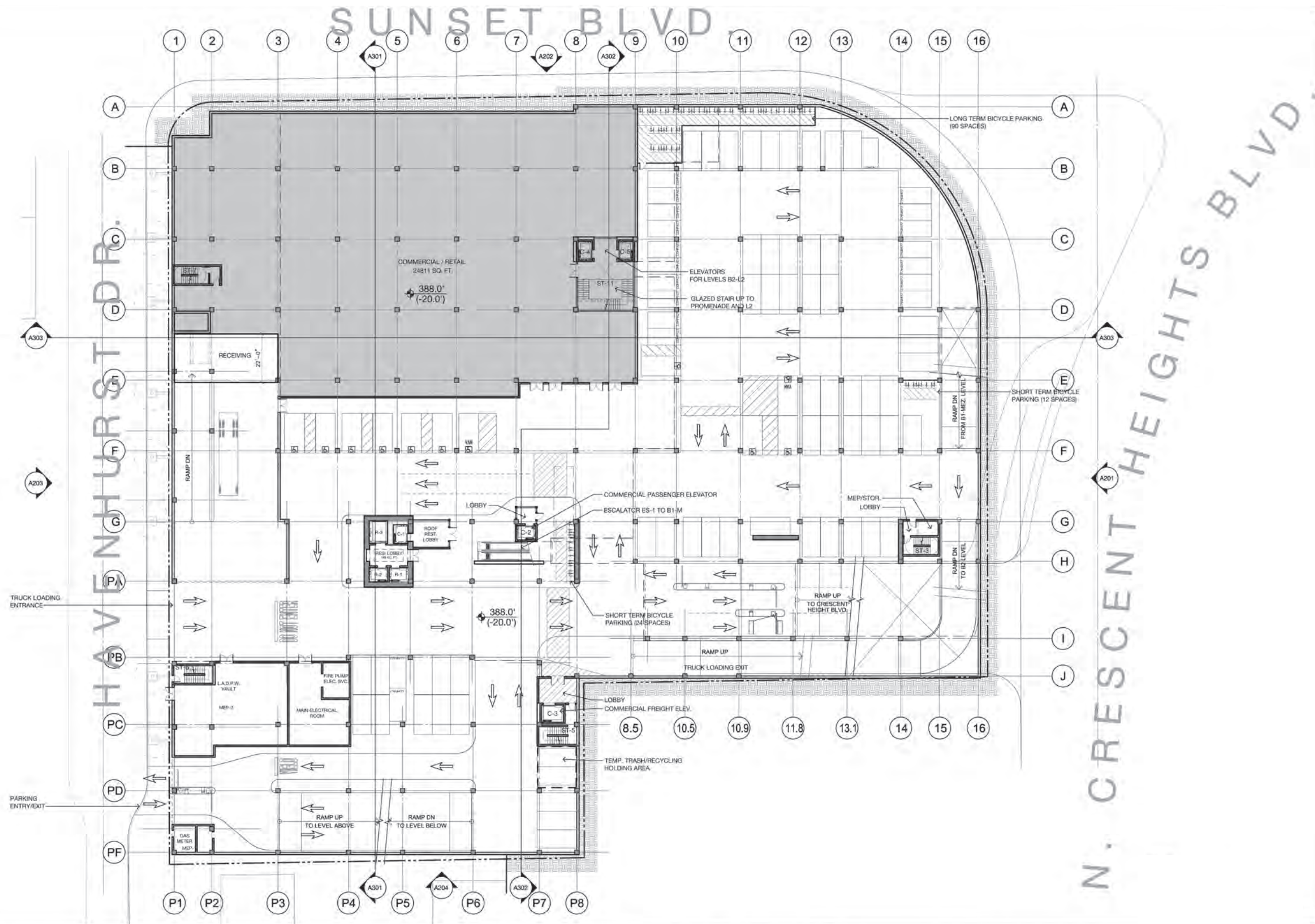
8150 Sunset Boulevard Mixed-Use Project  
Source: Hart | Howerton, 2013.



Proposed Development - Level 9

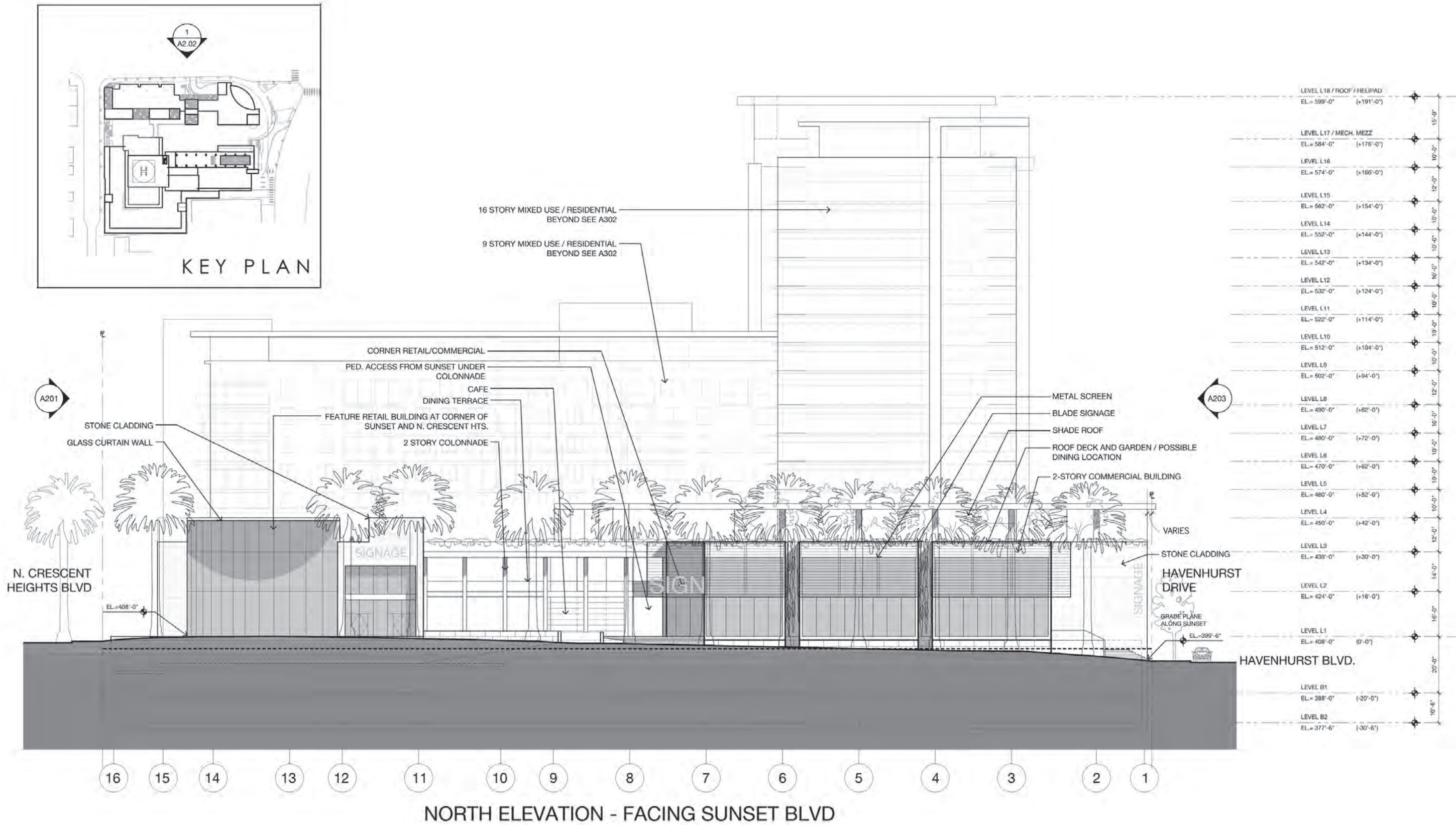
8150 Sunset Boulevard Mixed-Use Project  
Source: Hart | Howerton, 2013.

FIGURE  
A-5



Internal Circulation - Level B1

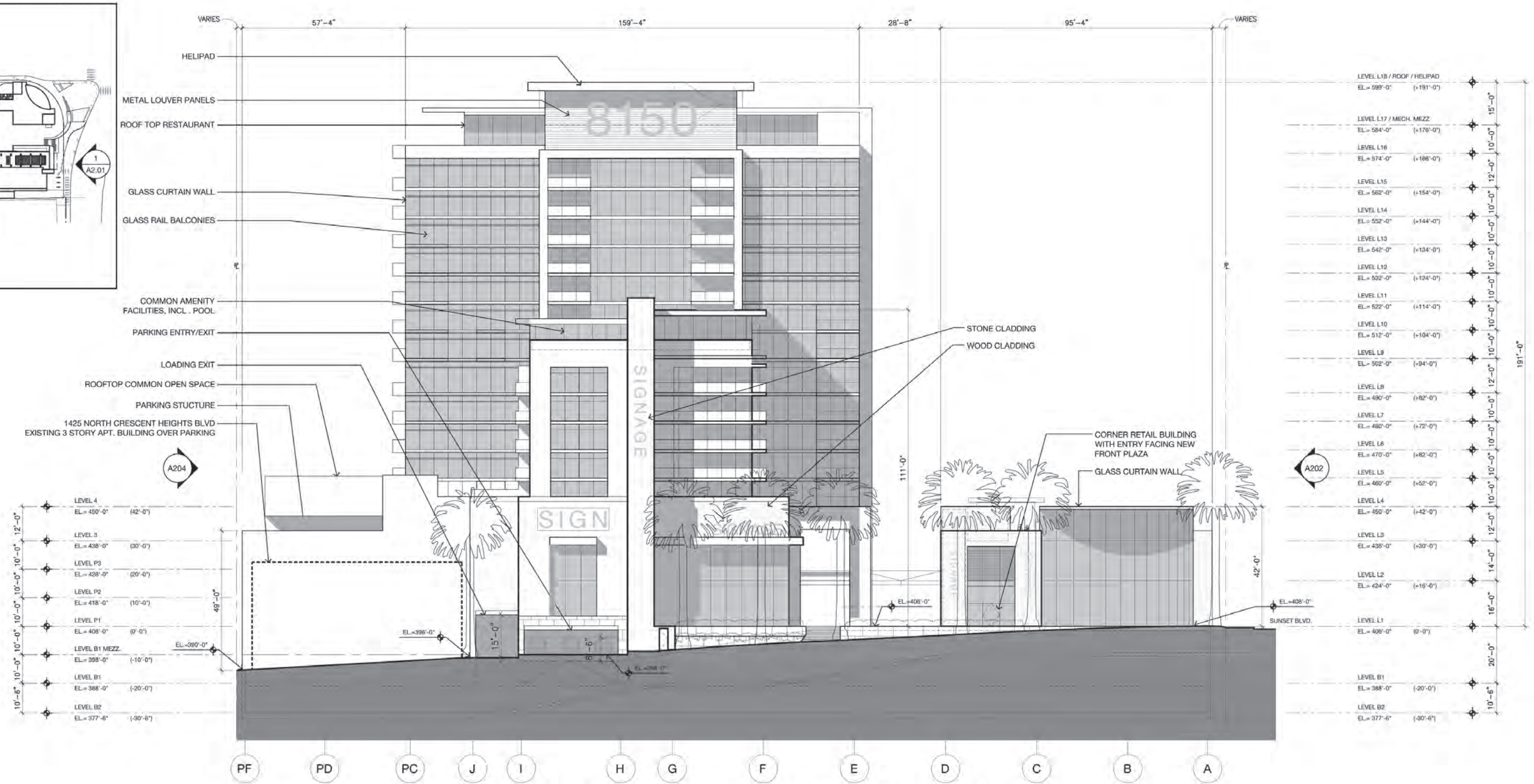
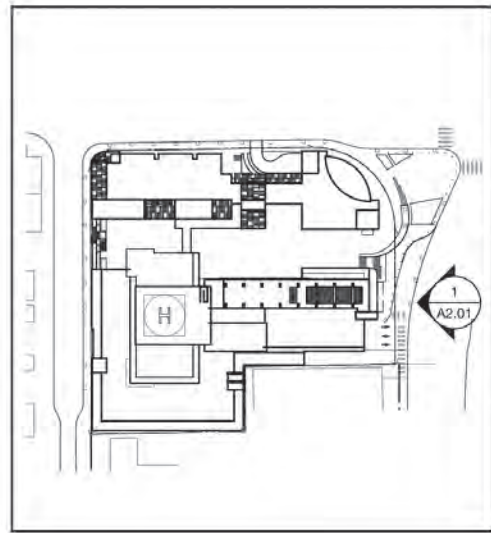
8150 Sunset Boulevard Mixed-Use Project  
Source: Hart | Howerton, 2013.



**Project North Elevation - Sunset Boulevard**

8150 Sunset Boulevard Mixed-Use Project  
 Source: Hart | Howerton, 2013.





1. EAST ELEVATION - FACING N. CRESCENT HEIGHTS BLVD



Project East Elevation - North Crescent Heights Boulevard

8150 Sunset Boulevard Mixed-Use Project  
Source: Hart | Howerton, 2013.



The commercial base has been designed to (1) enhance the pedestrian experience along Sunset Boulevard by placing retail at the street edge, (2) create open spaces, including a central pedestrian “plaza”, to encourage indoor and outdoor activity, (3) engage the Sunset Strip by creating retail storefront transparencies and view corridors that connect the open spaces and the retailers to Sunset Boulevard and Crescent Heights Boulevard, (4) create a series of vertical terraces that relate to and activate the streets and the center and (5) provide for a mix of tenancy that complements the surrounding residential needs and enhances the mixed-use nature of the proposed project.

### **(b) Residential Component**

The 249 residential rental apartments, inclusive of 221 market rate units and 28 low-income units, would be on Levels 3 through 15 of the south building in a Type I-constructed structure. The residential units would be a mix of studio, one-bedroom, two-bedroom, and three-bedroom units. The residential units would be fully serviced with on-site staff inclusive of valet, doorman and resident manager, as well as resident security and service staff. In addition, the residential component of the project would include amenities such as a private pool/pool deck, resident changing rooms, recreation room, fitness center, business center, and resident library on Level 9 (see Figure A-5 above). Residents would access the residential units through the staffed residential lobby from the ground floor plaza on Level 1 or through the access-controlled residential parking levels off of Havenhurst Drive. Access from the parking garage elevators to the residential levels above the retail podium would be restricted through the use of electronic access cards.

### **(c) Parking**

The proposed project would have 849 parking spaces within three subterranean and semi-subterranean parking levels and six levels of above-grade structured parking. The parking would be split between residential uses, which would contain 295 parking spaces, and commercial parking, which would contain 554 parking spaces. Commercial parking requirements for the project would be reduced by 20 percent, from 615 spaces to 492 spaces as permitted by the Los Angeles Municipal Code (LAMC), due to the provision of on-site short- and long-term bicycle parking facilities throughout the lower floors of the development. Specifically, the proposed project would provide 428 bicycle parking spaces for residential uses and 557 spaces for commercial uses. Code requirements for parking are summarized below in **Table A-2, Project Parking Code Requirements**. As noted in Table A-2, the proposed project would provide a total of 849 parking spaces, which is 54 spaces more than the number of spaces required by the LAMC.

Access to the subterranean commercial parking levels would be provided by ramps off of both Sunset Boulevard and Crescent Heights Boulevard, while retail valet parking service would be provided via a valet drop-off area off Crescent Heights Boulevard (see Figure A-3 above) and the primary valet drop-off/pick-up area located on Level B1 (see Figure A-6 above). Resident parking levels would be accessed via a dedicated residential access driveway off of Havenhurst Drive, as well as via access ramps from the commercial parking areas located on Level B1 (see Figure A-6).

Table A-2

## Project Parking Code Requirements

<b>Residential</b>	<b>Market Rate</b>	<b>Affordable</b>	<b>Market Rate Space/Unit</b>	<b>Affordable Space/Unit</b>	<b>Parking Spaces</b>
Studio	64	9	1	1	73
1 BR	115	15	1	1	130
2 BR	34	4	2	2	76
3 BR	8	--	2	2	16
<b>Total Residential Parking Required</b>					<b>295</b>
<b>Commercial</b>	<b>Square Feet</b>	<b>Spaces/1,000 s.f.</b>			<b>Parking Spaces</b>
Traditional Retail	51,308	4			205
Restaurant	22,000	10			220
Supermarket	25,000	4			100
Health Club/Fitness	8,000	10			80
Walk-in Bank	5,000	2			10
Subtotal Commercial	111,308				615
<i>Less 20% for Expanded Bicycle Parking<sup>a</sup></i>					<i>123</i>
<b>Total Commercial Parking Required</b>					<b>492</b>
<b>TOTAL REQUIRED OFF-STREET PARKING</b>					<b>787</b>

Notes: s.f. = square feet

<sup>a</sup> Parking requirement for commercial uses would be reduced by 20% due to the provision of on-site bicycle parking per the LAMC.

Source: Watry Design, Inc., 2013

## 2. Vehicular and Pedestrian Access

As shown in Figures A-3 and A-6 above, vehicular access to the project would be provided via Sunset Boulevard, Crescent Heights Boulevard, and Havenhurst Drive. Vehicular access to the commercial parking levels would include ingress-only ramps from Sunset Boulevard and ingress/egress ramps from Crescent Heights Boulevard. Residential access, both for ingress and egress, would be exclusively from Havenhurst Drive, though upper residential parking levels would be accessible via gate-controlled ramps from the Level B1 commercial parking area. Truck access for retail deliveries would be provided via a dedicated loading driveway off Havenhurst Drive on Level B1. The entire parking facility is designed to be internally circulating.

Pedestrian access would be provided to the proposed development from various at-grade sidewalks and steps along Sunset Boulevard, Crescent Heights Boulevard, and Havenhurst Drive. Pedestrian access to residential uses would be restricted through the use of a staffed residential lobby on Level 1 and electronic access cards.

**(a) Sunset Boulevard Access**

The Sunset Boulevard entrance would provide ingress only via two lanes that immediately ramp down into the underground parking facility (see Figure A-4 above). Access would be through either a right turn when traveling west to east along Sunset Boulevard or through a left turn when traveling east to west along Sunset Boulevard via an existing dedicated left turn lane with queuing capacity for three cars.

**(b) Crescent Heights Boulevard Access**

The Crescent Heights Boulevard access would have three lanes that provide for one lane of ingress and two lanes of egress, which would allow both left- and right-turns out to Crescent Heights Boulevard (see Figure A-4 above). Entering the property, vehicles would enter the at-grade valet drop-off area or proceed directly into the underground parking facility via the access driveway immediately south of the valet drop-off area (see Figure A-4 above). An egress-only driveway for delivery trucks and trash collection vehicles would also be provided on Crescent Heights Boulevard immediately south of the passenger vehicle lanes.

**(c) Havenhurst Drive Access**

The Havenhurst Drive residential access driveway on Level B1 (see Figure A-6 above) would be exclusively for use by on-site apartment residents, and would provide the primary ingress and egress for residential uses, with secondary access provided by gate-controlled ramps to the upper residential parking levels.

**(d) Loading and Trash Removal**

Loading activities would occur in two areas within the Level B1 parking level, as illustrated in Figure A-6, including one loading area for the subterranean grocery store and one for all other commercial uses. The grocery store loading area would be located south of, and adjacent to, the grocery store space along Havenhurst Drive, while the other loading area would be located in the south-central portion of the site and would include a receiving area and dedicated commercial freight elevator to deliver goods to commercial uses within Levels 1 and 2. Loading for residential uses would also access the site via the commercial truck loading driveway off Havenhurst Drive but would utilize the residential lobby and dedicated residential freight elevator on Level B1 for residential deliveries. Trash collection would also be carried out exclusively via the commercial truck driveway, with trash collection bins for the entire development located in the center of Level B1. Access to the loading and trash removal areas would be restricted to operating only during daylight hours. Loading and trash removal activities, once trucks have accessed the designated loading/trash collection areas, would occur entirely within the interior of the retail podium such that noise, odor, or other impacts to nearby residents would be minimized. Trucks would approach the Havenhurst Drive loading area southbound from Sunset Boulevard and make a left turn into the access driveway, then either execute a backup maneuver entirely within the parking/loading area to the grocery store loading dock or proceed eastward straight to the commercial loading area. To exit the loading area, trucks would proceed eastward to the Crescent Heights Boulevard dedicated truck access driveway through the parking structure, make a right-turn, and continue southbound on Crescent Heights Boulevard.

**3. Open Space and Landscaping**

The proposed development would include outdoor open space as an integral part of the mixed-use project, in order to create a retail space that encourages connections to Sunset Boulevard. More specifically, as shown in Figure A-4 (Level 1 illustration), there would be a central plaza that forms a central ground-level core of



the project for both commercial purposes and residential purposes. This area would be an exclusive pedestrian space totaling approximately 34,050 square feet (or roughly 30 percent of the total site area) that would allow for pedestrian gathering in both a hardscape and softscape setting. Elevators, stairways, and an escalator would connect through this open space linking the subsurface supermarket retail level and parking, the residential lobby, the valet operations, and all of the ground- and second-level retail uses. In addition, the existing traffic island at the intersection of Sunset and Crescent Heights Boulevards is proposed to be reconfigured to adjoin the project site, providing approximately 9,130 square feet of street-level open space that would be functionally integrated with the project through landscaping, outdoor dining, and other common elements, although it would remain public property.

In addition to the large central open space plaza, there are several other public, semi-private and private open space areas that foster outdoor activity and interaction between the various land uses on-site. The proposed development would include many terraces at various levels throughout the project, both for the restaurants and the residential uses. In addition, an outdoor dining and an event terrace are proposed on top of the north retail building along Sunset Boulevard and Crescent Heights Boulevard, which would have the capacity to host events for retailers and create an active space.

All of the open spaces and terraces would have extensive landscaping and well-detailed hardscape.

#### **4. Lighting and Signage**

The existing on-site billboard would be removed from the project site. New site signage would be used for building identification and commercial tenant advertising/branding. It would be designed and located to be compatible with the architecture and landscaping of the project. Commercial signage would be similar to other signage along the street commercial frontages in the area. Pedestrian areas would be well lit for security. The proposed mixed-use structure would include accent lighting to complement the building architecture. Any pole-mounted light fixtures located on-site would be shielded and directed towards the areas to be lit and away from adjacent light-sensitive land uses, such as existing residential uses to the west, south and north of the site. Site lighting would be designed and implemented in a manner that minimizes the potential for adverse light-and glare-related impacts to surrounding residents.

#### **5. Site Security**

The project would incorporate a 24-hour/seven day security program to ensure the safety of its residents and site visitors. The building would include controlled access to residential units in order to ensure the safety of site residents and guests. Access to commercial uses would be unrestricted during business hours, with public access discontinued after businesses have closed. Facility operations would include staff training and building access/design to assist in crime prevention efforts and to reduce the demand for police protection services. Site security would include provision of 24-hour video surveillance and full-time security personnel. Duties of the security personnel would include, but would not be limited to, assisting residents and visitors with site access; monitoring entrances and exits of buildings; managing and monitoring fire/life/safety systems; and patrolling the property. Project design also includes features to enhance site security including such items as lighting of entry-ways and public areas.

## 6. Sustainability Features

The project would achieve several objectives of the City of Los Angeles General Plan Framework Element, Southern California Association of Governments Regional Transportation Plan, and South Coast Air Quality Management District Air Quality Management Plan for establishing a regional land use pattern that promotes sustainability. The proposed project would support pedestrian activity in the Hollywood area, and contribute to a land use pattern that addresses housing needs and reduces vehicle trips and air pollution by locating residential uses within an area that has public transit (with access to existing regional bus service), and employment opportunities, restaurants and entertainment all within walking distance.

The project would be designed to meet the standards for Leadership in Energy and Environmental Design (LEED) certification by the U.S. Green Building Council through the incorporation of green building techniques and other sustainability features. A sustainability program would be prepared and monitored by a LEED-accredited design consultant to provide guidance in project design, construction and operations; and to provide performance monitoring during project operations to reconcile design and energy performance and enhance energy savings. Some of the project's key design features that would contribute to energy efficiencies include the use of glass/window areas for ventilation and daylight accessibility, and landscaping of roof decks. Other building features would include such items as stormwater retention; installation of heating, ventilation, and air conditioning (HVAC) systems that utilize ozone-friendly refrigerants; use of materials and finishes that emit low quantities of volatile organic compounds (VOCs); use of high efficiency fixtures and appliances, water conservation features; and recycling of solid wastes. The project would also be designed to comply with the City of Los Angeles Green Building Ordinance.

## 7. Anticipated Construction Schedule

The Applicant anticipates commencing construction in 2015 with occupancy occurring in 2017. To provide for the new development, on-site grading would be required, the majority of which would be excavation for proposed subterranean parking and retail levels. Such excavation would generate substantial soil materials, which are anticipated to be exported off-site for disposal. The anticipated phasing of project implementation is as follows:

- Month 1: Construction Commencement (Demolition, Site Clearance, Grading/Excavation)
- Month 8: Completion of Parking
- Month 15: Delivery of Retail to Tenants for Fit-out
- Month 20: Opening of Retail
- Month 26: Occupancy of Residential

## F. NECESSARY APPROVALS

It is anticipated that approvals required for the proposed project would include, but may not be limited to, the following:

- Affordable Housing Incentives, including Parking Option 1 and Off-Menu Incentives;
- Site Plan Review;

- Master Conditional Use Permit for Alcohol (on- and off-site sales);
- Subdivision to create airspace lots and for condominium purposes;
- Variance for outdoor dining above the ground floor level and to allow a fitness studio, as not otherwise permitted in the C4 zone;
- Demolition permits;
- Construction permits, including building, grading, excavation, foundation, and associated permits;
- Haul route permit, as may be required;
- Street tree removal permit; and
- Other approvals as needed.

## ATTACHMENT B: EXPLANATION OF CHECKLIST DETERMINATIONS

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

### I. AESTHETICS

*Would the project:*

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

**Potentially Significant Impact.** The project site is located within the highly urbanized Hollywood Community. Visual resources of merit in the greater project area include the Hollywood Sign, which is a City-designated historic monument, the Hollywood Hills located to the north, and a number of historic buildings in the vicinity of the project site. Further, the surrounding community includes a range of office uses, numerous entertainment venues, retail uses, restaurants, bars, hotels (including the Chateau Marmont Hotel located to the northwest), and residential uses that contribute to the visual character of the area.

The proposed project would demolish existing on-site fast food restaurants, coffee shop, walk-in bank facility, check cashing facility, dry-cleaners, massage parlor, fitness, pet grooming services, storage facility, dental office, and a standard sized digital billboard. The proposed project would replace these uses with a mixed-use commercial/residential building with various elements ranging in height from two stories to 16 stories in height (approximately 42 feet above the ground elevation at the intersection of Sunset and Crescent Heights Boulevards [the “North Building”], increasing to approximately 108 feet for the nine-story portion and approximately 191 feet for the 16-story portion of the building [the “South Building”]; the overall building height is approximately 216 feet as measured from the low point of the site along Havenhurst Drive to the top of the South Building) on the 2.56-acre site. The building would include commercial retail and restaurant uses within three lower levels (one subterranean), with apartment units located within twelve upper levels. Parking would accommodate 849 cars in an interconnected and internally circulated garage with three subterranean and semi-subterranean levels and six structured above-grade levels. The proposed project would alter the visual conditions on the site and could have an effect on scenic vistas from some locations in the vicinity of the project site. Therefore, it is recommended that this issue be analyzed further in an EIR.

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

**Potentially Significant Impact.** The project site is not located within a designated state scenic highway. However, Sunset Boulevard has scenic value to the City of Los Angeles due to the historic resources and sites of interest in the area. The proposed project would substantially modify the visual quality of the site and the

introduction of new high-rise development of up to 16 stories may affect scenic resources along Sunset Boulevard. While Sunset Boulevard is not designated by the State or the City as a scenic highway, Laurel Canyon Boulevard, starting at a point just north of Hollywood Boulevard (approximately 0.3-mile to the north of the project site) is a City-designated scenic highway. Therefore, given the potential for the project to affect views southward from Laurel Canyon Boulevard, it is recommended that potential impacts associated with this issue be analyzed further in an EIR.

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

**Potentially Significant Impact.** The existing visual character of the project site is currently defined by the 80,000 square feet of retail tenancy. Existing uses on-site constructed between 1960 and 1988 include fast food restaurants, coffee shop, walk-in bank facility, check cashing facility, dry-cleaners, massage parlor, fitness, pet grooming services, storage facility, dental office, and a standard sized digital billboard. The project vicinity includes a range of studio/production uses, notable office uses, numerous entertainment venues, retail uses, restaurants, bars, hotels (including the Chateau Marmont Hotel located to the northwest), and residential uses which contribute to the visual character of the area.

The proposed project would replace the existing 80,000 square feet of retail tenancy with a mixed-use commercial/residential building of up to 16 stories (or approximately 216 feet above grade at the lowest point of the site) in height with associated parking and open space areas. Although the project would represent a general upgrade of visual conditions on the site, the development would alter the visual character of the site and its surroundings. Therefore, it is recommended that this issue be analyzed further in an EIR.

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

**Potentially Significant Impact.** The project site lies within the highly urbanized Hollywood community, characterized by medium to high ambient nighttime artificial light levels. During nighttime hours, the surrounding mixed use development, including a large amount of well lit entertainment venues, typically utilize moderate to high levels of interior and exterior lighting for way-finding, security, parking, billboards, signage, architectural highlighting, and landscaping purposes. Traffic on local streets also contributes to overall ambient artificial light levels in the area. The proposed project would include nighttime illumination for architectural highlighting, parking, signage and security purposes, which may be visible from some nearby off-site vantages; thereby contributing to the lighting conditions in the area. In addition, the proposed project would introduce new building surface materials to the site. Therefore, light and glare impacts should be analyzed further in an EIR.

Shading impacts are influenced by the height and bulk of a structure, the time of year, the duration of shading during the day, and the sensitivity of the surrounding uses. As detailed above, a number of mid- to high-rise buildings are located within the project vicinity. Thus, shading of off-site areas from these buildings currently occurs within the project vicinity. As the proposed project would replace existing retail uses with maximum heights of two stories above grade with mid-rise development of between two and 16 stories, additional shadows may be cast on land uses surrounding the project site, potentially affecting nearby sensitive receptors. As such, it is recommended that this issue be analyzed further in an EIR.

## II. AGRICULTURE AND FOREST RESOURCES

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

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

**No Impact.** The project site is not located on designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program.<sup>1</sup> Therefore, the proposed project would not convert Farmland to non-agricultural uses. Further analysis of this issue is not necessary and no mitigation measures would be required.

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

**No Impact.** The project site is designated Neighborhood Office Commercial in the General Plan and is zoned Commercial (C4-1D) with corresponding zones of Limited Commercial (C1), Commercial (C2), Commercial (C4), and Automobile Parking – Surface and Underground (P) within the Hollywood Community Plan. Agricultural uses are not permitted within the C1, C2, C4, C4-1D, or P zones, and the project site is not under a Williamson Act contract. Further, no agricultural zoning is present in the surrounding area, and no nearby lands are enrolled under the Williamson Act. Therefore, the proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract. Further analysis of this issue is not necessary and no mitigation measures would be required.

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

**No Impact.** As described in Response II.b, the project site is zoned for commercial/parking uses. Further, consistent with the built, urbanized area surrounding the project site, the larger project vicinity is also zoned for commercial uses. Therefore, the proposed project would not conflict with existing zoning, or cause the rezoning of forest land, timberland, or timberland production land. Further analysis of this issue is not necessary and no mitigation measures would be required.

<sup>1</sup> California Department of Conservation, Division of Land Resource Protection, *Farmland Mapping and Monitoring Program, Important Farmland in California Map 2010 and Los Angeles County Williamson Act Map 2011-2012.*

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

**No Impact.** The project site is located within a built, urbanized area and no forest lands exist within the project vicinity. Further analysis of this issue is not necessary and no mitigation measures would be required.

**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?**

**No Impact.** No agricultural resources or operations currently exist on or near the project site, which is located in Hollywood, a highly urbanized regional center. Therefore, the proposed project would not involve changes in the existing environment that would result in the conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. Further analysis of this issue is not necessary and no mitigation measures would be required.

**III. AIR QUALITY**

*The significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project result in:*

**a. Conflict with or obstruct implementation of the SCAQMD or Congestion Management Plan?**

**Potentially Significant Impact.** The project site is located within the 6,600 square mile South Coast Air Basin (Basin). The South Coast Air Quality Management District (SCAQMD) together with the Southern California Association of Governments (SCAG) is responsible for formulating and implementing air pollution control strategies throughout the Basin. The current Air Quality Management Plan (AQMP) was adopted December 7, 2012 and outlines the air pollution control measures needed to meet Federal particulate matter (PM<sub>2.5</sub>) standards by 2015 and ozone (O<sub>3</sub>) standards by 2024. The AQMP also proposes policies and measures currently contemplated by responsible agencies to achieve Federal standards for healthful air quality in the Basin that are under SCAQMD jurisdiction. In addition, the current AQMP addresses several Federal planning requirements and incorporates updated emissions inventories, ambient measurements, meteorological data, and air quality modeling tools from that included in earlier AQMPs. The proposed project would support and be consistent with several key policy directives set forth in the AQMP. For example, the proposed project would provide for new residential, retail, and restaurant uses in proximity to commercial and entertainment activities as well as a range of employment opportunities, locate new development in proximity to existing public transit facilities including various bus stops and would redevelop a site already served by existing infrastructure. Notwithstanding these attributes, the proposed project has the potential to increase the amount of traffic in the area which would consequently generate operational air emissions that could affect implementation of the AQMP. Pollutant emissions resulting from construction of the proposed project would also have the potential to affect implementation of the AQMP. Therefore, it is recommended that this issue be analyzed further in an EIR.

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

**Potentially Significant Impact.** As indicated in Response No. III. a) above, the project site is located within the Basin, which is characterized by relatively poor air quality. State and Federal air quality standards are often exceeded in many parts of the Basin, with Los Angeles County among the highest of the counties that

comprise the Basin in terms of non-attainment of the standards. The Basin is currently in non-attainment for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> on Federal and State air quality standards. As discussed in Response No. III. a) above, the proposed project would result in increased air emissions associated with construction and potentially with operation. Therefore, it is recommended that this issue be analyzed further in an EIR.

**c. Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment (ozone, PM<sub>10</sub>, and PM<sub>2.5</sub>) under an applicable Federal or State ambient air quality standard?**

**Potentially Significant Impact.** As discussed in Response III. a) above, the proposed project would result in increases in air emissions from construction and potentially from operation in a Basin that is currently in non-attainment of Federal and State air quality standards for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. Therefore, it is recommended that this issue be analyzed further in an EIR.

**d. Expose sensitive receptors to substantial pollutant concentrations?**

**Potentially Significant Impact.** The proposed project is located in a mixed-use area with residential uses and other sensitive receptors interspersed throughout the area at varying distances from the project site. Construction activities and operation of the proposed uses could increase air emissions above current levels, thereby potentially affecting nearby sensitive receptors. Therefore, it is recommended that this issue be analyzed further in an EIR.

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

**Less Than Significant Impact.** Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes. Odors are also associated with such uses as sewage treatment facilities and landfills. The proposed project involves the development of residential, retail and restaurant uses, and would not introduce any major odor-producing uses that would have the potential to affect a substantial number of people. Only limited odors associated with project operation would be generated by on-site waste generation and storage, cooking odors, and the use of certain cleaning agents all of which would be consistent with surrounding land uses. In addition, activities and materials associated with construction would be typical of construction projects of similar type and size. Any odors that may be generated during construction of the proposed project would be localized and temporary in nature, and would not be sufficient to affect a substantial number of people or result in a nuisance as defined by SCAQMD Rule 402. Impacts with regard to odors would be less than significant. Further analysis of this issue is not necessary and no mitigation measures would be required.

#### **IV. BIOLOGICAL RESOURCES**

*Would the project:*



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

**No Impact.** The project site is located in a highly urbanized area and consists of retail uses with paved surface parking. There is limited ornamental landscaping on the site – mainly a variety of palm trees (e.g. Mexican fan palms and queen palms) and Hawthorne bushes throughout the site interior and along the street frontages, as well as jacaranda trees along Havenhurst Drive. Because of the urbanized nature of the project site and surrounding area, the site is not in a location that supports habitat for candidate, sensitive, or special status species. Therefore, no impacts to candidate, sensitive, or special status species would occur. Further analysis of this issue is not necessary and no mitigation measures would be required.

**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?**

**No Impact.** As discussed in Response No. IV. (a) above, the project site and surrounding area are located in an urbanized area. The project site does not contain any riparian habitat or other sensitive natural communities as indicated in the City or regional plans or in regulations by the California Department of Fish and Wildlife (formerly the California Department of Fish and Game) or the U.S. Fish and Wildlife Service. Furthermore, the project site is not located in, or adjacent to, a Significant Ecological Area (SEA) as defined by the City of Los Angeles.<sup>2</sup> Therefore, the proposed project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community. Further analysis of this issue is not necessary and no mitigation measures would be required.

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

**No Impact.** The project site lies in an urban area and currently contains retail uses and areas of paved parking. The surrounding area is highly urbanized and neither the project site or surrounding area contain wetlands as defined by Section 404 of the Clean Water Act. Therefore, the proposed project would not have an adverse effect on Federally protected wetlands. Further analysis of this issue is not necessary and no mitigation measures would be required.

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

**No Impact.** As stated above in Response IV(a), the project site is fully developed with retail uses, paved hardscape areas, and limited ornamental landscaping. Therefore, the site does not contain substantial habitat for native resident or migratory species, or native nursery sites. Therefore, the proposed project would not interfere with the movement of any native resident or migratory fish or wildlife species or with

<sup>2</sup> *City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, January 19, 1995, Figure BR-1B.*

established native resident or migratory wildlife corridors, or impede the use of native nursery sites. Further analysis of this issue is not necessary and no mitigation measures would be required.

**e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?**

**Less Than Significant Impact.** There are decorative/ornamental trees located within the project site and along the public street frontages facing the project site. No locally protected biological resources, such as oak trees or California walnut woodlands, or other trees protected under the City of Los Angeles Protected Tree Ordinance (Chapter IV, Article 6 of the Los Angeles Municipal Code), exist on the site. The proposed project would incorporate a landscape plan, which would include the planting of numerous trees, as well as new shrubs and groundcover. In addition, any street trees removed as part of the proposed project would be replaced in accordance with the City of Los Angeles Street Tree Ordinance. Therefore, the proposed project would not conflict with local policies or ordinances protecting biological resources. Further analysis of this issue is not necessary and no mitigation measures would be required.

**f. Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan?**

**No Impact.** As discussed in Response No. IV. (a) above, the project site is located within a developed, urbanized area and does not provide habitat for any sensitive biological resources. The project site is not located within a habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan. Therefore, the proposed project would not conflict with the provisions of any adopted conservation plan. Further analysis of this issue is not necessary and no mitigation measures would be required.

## V. CULTURAL RESOURCES

*Would the project:*

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

**Potentially Significant Impact.** The project site encompasses an approximate 2.56 acres of land area and is currently occupied by 80,000 square feet of retail tenancy and associated surface parking. The existing on-site Chase Bank building was originally built to house the Hollywood office of Lytton Savings & Loan. Designed by architect Kurt Meyer of Hagman & Meyer with interiors by designer Adele Faulkner, the Lytton Center was erected in 1960 on the site of the former Garden of Allah Hotel. The modern bank building meets the 50-year age threshold of the National Register of Historic Resources and the 45-year age guideline of the California Register of Historical Resources, and, therefore, a project-specific Historic Resources Assessment is warranted to evaluate potential impacts. Further, the project vicinity contains approximately 28 designated resources and one thematic district (within a ¼-mile radius), including the Andalusia apartment buildings located immediately west on Havenhurst Drive, and Chateau Marmont to the northwest across Sunset, which warrants evaluation of the project's potential for indirect impacts to such resources. The proposed project would require demolition of on-site structures including the Chase Bank building, and would redevelop the site with new urban uses, which could potentially affect historic resources. Therefore, this issue should be evaluated further in an EIR.

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

**Potentially Significant Impact.** The project site is located within a highly urbanized area, and the entire site has been subject to disruption over the years. The project site currently contains 80,000 square feet of retail uses with associated paved surface parking. Thus, surficial archaeological resources that may have existed at one time have been previously disturbed. Nevertheless, the project proposes excavation that may extend into native soils. Thus, it is recommended that further analysis of this issue be included in an EIR.

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

**Potentially Significant Impact.** Paleontological resources are known to occur in the greater project vicinity, and within recent alluvial deposits of the type known to lie below the project site. As indicated above, while the project site was previously disturbed by grading and building activities, the site will require additional grading that may involve excavation into native soils that could contain paleontological resources. Thus, it is recommended this issue be evaluated in an EIR.

**d. Disturb any human remains, including those interred outside of formal cemeteries?**

**Potentially Significant Impact.** No known traditional burial sites or other type of cemetery usage has been identified within the project site. In addition, as indicated above, the site has been previously graded and developed. Nonetheless, as the project site would require excavation that may extend into native soils, it is recommended that this issue be evaluated in an EIR.

## **VI. GEOLOGY AND SOILS**

*Would the project:*

**a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:**

**i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

**Potentially Significant Impact.** Fault rupture is the displacement that occurs along the surface of a fault during an earthquake. Based on criteria established by the California Geological Survey (CGS), faults can be classified as active, potentially active, or inactive. Active faults are those that have shown evidence of movement within the past 11,000 years (i.e., during the Holocene Epoch). Potentially active faults are those that have shown evidence of movement between 11,000 and 1.6 million years ago (i.e., during the Pleistocene Epoch). Inactive faults are those that have not exhibited displacement younger than 1.6 million years before the present. Additionally, there are blind thrust faults, which are low angle reverse faults with no surface exposure. Due to their buried nature, the existence of blind thrust faults is usually not known until they produce an earthquake.

The seismically active region of southern California is crossed by numerous active and potentially active faults and is underlain by several blind thrust faults. The CGS has established earthquake fault zones known

as Alquist-Priolo Earthquake Fault Zones around the surface traces of active faults to assist cities and counties in planning, zoning, and building regulation functions. These zones identify areas where potential surface rupture along an active fault could prove hazardous and identify where special studies are required to characterize hazards to habitable structures. In addition, the City of Los Angeles General Plan Safety Element has designated fault rupture study areas extending along each side of active and potentially active faults to establish areas of hazard potential due to fault rupture. The project site is not located within an Alquist-Priolo Earthquake Fault Zone.<sup>3</sup> However, the site is located at the edge of a City-designated fault rupture study area, and south of the Hollywood Fault which is considered an active fault in the project area. Since, the project site is located at the edge of a City-designated fault rupture study area, and there are faults in the project vicinity, it is recommended that this issue be analyzed further in an EIR.

#### ii. Strong seismic ground shaking?

**Potentially Significant Impact.** The project site is located within the seismically active Southern California area. It is also located approximately 0.15-mile south of the active Hollywood Fault. For these reasons, the project site would be subject to shaking during earthquake events. The level of ground shaking that would be experienced at the project site from the Hollywood Fault or any other active faults in the region would be a function of several factors including earthquake magnitude, type of faulting, rupture propagation path, distance from the epicenter, earthquake depth, duration of shaking, site topography, and site geology. The proposed project design would be required to comply with State and City regulations for the protection of public safety. Because of the project's proximity to active faults, the project's soil characteristics and applicable project design requirements should be identified and disclosed. Therefore, it is recommended that this issue be analyzed further in an EIR.

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

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

The City of Los Angeles General Plan Safety Element has designated areas susceptible to liquefaction; and designates areas located immediately north of the project site as a liquefiable areas. Further, areas located immediately south of the project site are designated as potentially liquefiable areas. However, the project site is not designated within a liquefiable area by the California Division of Mines and Geology, as reported in the Draft EIR for the Hollywood Community Plan Update. Notwithstanding, given the project's proximity to liquefiable areas, and the potential for seismic shaking at the project site, it is recommended that liquefaction be evaluated further in an EIR.

#### iv. Landslides?

**Potentially Significant Impact.** The project site consists of a rectangular, sloping 2.56-acre parcel with approximately 26 feet of elevation change from the highest point along Sunset Boulevard to the lowest point

<sup>3</sup> [http://www.quake.ca.gov/gmaps/ap/ap\\_maps.htm](http://www.quake.ca.gov/gmaps/ap/ap_maps.htm), accessed on January 29, 2013.

along Havenhurst Drive. The City of Los Angeles General Plan Safety Element has designated areas as Landslide Inventory and Hillside Areas; and identifies areas located immediately north of the project site as areas susceptible to a cluster of small shallow surfacial landslides. Further, areas located immediately north of the project site are designated in the City of Los Angeles General Plan Safety Element as approximate locations of hillside areas susceptible to landslides. However, the project site is not designated within a landslide susceptible area by the California Division of Mines and Geology, as reported in the Draft EIR for the Hollywood Community Plan Update. Notwithstanding, given the project's proximity to areas susceptible to landslides, and the potential for landslides at the project site, it is recommended that landslides be evaluated further in an EIR.

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

**Potentially Significant Impact.** The project site would require excavation, most of which would be exported off-site. Construction activities associated with the proposed project have the potential to result in minor soil erosion during grading and soil stockpiling, subsequent siltation, and conveyance of other pollutants into municipal storm drains. In addition, the change in on-site drainage patterns resulting from the proposed project could also result in limited soil erosion. Thus, it is recommended that the potential for soil erosion resulting from construction and operation of the proposed project be analyzed further in an EIR, as discussed further in Section IX.c below.

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

**Potentially Significant Impact.** As discussed in Response VI(a)iv, above, the project area is susceptible to landslides. Subsidence occurs when fluids from the ground (such as petroleum and groundwater) are withdrawn. Since the site is not located within a known oil field, subsidence associated with extraction activities is not anticipated. However, evaluation of this issue in an EIR based on a project-specific geotechnical investigation is warranted given the potential for seismic-related effects on the proposed development and the extent of grading/excavation proposed.

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

**Potentially Significant Impact.** Expansive soils are typically associated with fine-grained clayey soils that have the potential to shrink and swell with repeated cycles of wetting and drying. The soils lying below the project site should be identified, and evaluated as to appropriate design considerations for the proposed project. Therefore, further analysis of this issue in an EIR is recommended.

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

**No Impact.** The project site is located in an urbanized area where wastewater infrastructure is currently in place. The proposed project would connect to existing infrastructure and would not use septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur. Further analysis of this issue is not necessary and no mitigation measures would be required.

## VII. GREENHOUSE GAS EMISSIONS

*Would the project:*

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

**Potentially Significant Impact.** Construction and operation of the proposed project would increase greenhouse gas (GHG) emissions which have the potential to either individually or cumulatively result to contribute to impacts on the environment. Therefore, this issue should be further evaluated in an EIR and include a quantitative assessment of project-generated GHG emissions resulting from construction equipment, vehicle trips, electricity and natural gas usage, and water conveyance. Relevant project features that reduce GHG emissions, such as green building design, should also be discussed.

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

**Potentially Significant Impact.** Under the City's Green Building Code, the proposed project would be required to comply with the City's Green Building Code pursuant to Article 9, Chapter IX, of the LAMC. In conformance with these requirements, the proposed project would be designed to reduce GHG emissions through various energy conservation measures. In addition, the proposed project would implement applicable energy conservation measures to reduce GHG emissions, such as those described in the California Global Warming Solutions Act of 2006 (AB 32). Project proposals to achieve consistency with these and other applicable plans, policies or regulations adopted for the purpose of reducing GHG emissions should be disclosed and further evaluated in an EIR.

## VIII. HAZARDS AND HAZARDOUS MATERIALS

*Would the project:*

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

**Potentially Significant Unless Mitigation Incorporated.** The proposed project would involve the demolition and removal of all existing on-site structures, parking areas, and landscaping. As discussed below under Response VIII.(b), asbestos-containing material (ACM) was identified in the existing on-site Chase bank building. Additionally, since this building was constructed in 1960, it is possible that lead-based paint (LBP) and paint residues are present in the building. If released into the environment, these materials could pose a significant hazard to construction workers or the public. However, mitigation measures provided below would require proper identification and abatement of such materials in order to minimize potential health risks associated with the handling, transport, and disposal of ACM and LBP. Therefore, impacts associated with ACM and LBP would be reduced to less than significant.

Construction of the proposed project would involve the temporary use of hazardous substances in the form of paint, adhesives, surface coatings and other finishing materials, and cleaning agents, fuels, and oils. All materials would be used, stored, and disposed of in accordance with applicable laws and regulations and

manufacturers' instructions. Furthermore, any emissions from the use of such materials would be minimal and localized to the project site.

Operation of the residential, retail, and restaurant uses would involve the use and storage of small quantities of potentially hazardous materials in the form of cleaning solvents, painting supplies, pesticides for landscaping, and pool maintenance. The use of these materials would be in small quantities and in accordance with the manufacturers' instructions for use, storage, and disposal of such products. Therefore, neither construction nor operation of the proposed project would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Further analysis of this issue is not necessary and no mitigation measures would be required.

**Mitigation Measure VIII-1:** Prior to demolition of the existing on-site Chase bank building, all ACM identified on the property shall be properly removed by a licensed and Cal/OSHA-registered asbestos abatement contractor.

**Mitigation Measure VIII-2:** Prior to the issuance of a demolition permit for the existing Chase bank building, a LBP survey shall be conducted in and around the structure and any LBP identified shall be abated in accordance with all applicable City, State, and federal regulations.

**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?**

**Potentially Significant Unless Mitigation Incorporated.** As noted above, the proposed project would involve the demolition of all on-site uses and the development of a mixed-use commercial and residential structure, which would not involve the routine use, storage, transport, or disposal of notable quantities of hazardous materials. Additionally, project construction would not involve the use of hazardous materials in substantial amounts such that a measurable risk to on-site workers or off-site residents would result from temporary construction activities. However, short-term grading activities, including trenching and excavation, could expose construction workers or the public to unknown hazardous materials in site soil and/or groundwater should such materials be present. To address this potential risk, a Phase I Environmental Site Assessment (ESA) was prepared for the project site by IVI Assessment Services, Inc. (IVI) in July 2011 (the ESA is included as Appendix A to this Initial Study).

As concluded in the ESA, the investigation revealed no evidence of recognized environmental conditions (RECs) in connection with the project site; however, the following items of environmental concern were identified that warrant discussion:

**On-Site Conditions**

*Asbestos-Containing Material (ACM)*

No friable ACM (i.e., ACM that is easily crumbled or pulverized) was identified in readily accessible areas. However, the non-friable vinyl composition floor tile (VCT) and associated mastic in the Chase bank building has been positively identified as containing two to five percent Chrysotile asbestos. For the most part, the

condition of these non-friable materials is good. As such, no further action is recommended at this time, other than maintaining the materials in good condition under the existing Asbestos Operations and Maintenance (O&M) Program. However, as discussed above, ACM could potentially be released into the environment during site demolition activities and pose a health hazard to construction workers or the public, which is considered a potentially significant impact. However, implementation of Mitigation Measure VIII-1 would preclude health hazards associated with the accidental release of ACM.

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

Since the Chase bank building was constructed prior to the Consumer Product Safety Commission's 1978 ban on the sale of LBP to consumers and the use of LBP in residences, it is possible that LBP may have been applied to surfaces at the project site. Although testing would be required in order to determine whether LBP exists, painted surfaces observed as part of the Phase I ESA were in generally good condition. However, if present, the release of LBP into the environment as part of site demolition activities would pose a health risk to construction workers and the public, which is considered a potentially significant impact. Implementation of Mitigation Measure VIII-2, however, would reduce impacts to less than significant.

#### *Hazardous Waste*

The on-site Shirts N' Skirts Dry Cleaning (8170 Sunset Boulevard) previously conducted dry cleaning operations under the name of Fashion Cleaners, which first occupied the site in 1993. However, since 2006, the business has been a drop-off/pick-up location only. The previous dry cleaning operation generated waste dry cleaning perchloroethene (PCE), and PCE-contaminated sludge and filters. As the dry cleaning solvents were recovered and condensed, impurities were accumulated as a sludge. According to the project site Property Manager, the waste PCE, PCE-contaminated filters and residual sludge were removed for recycling on a regular basis. No hazardous waste is currently generated at the project site, and no waste was noted during the ESA site inspection. The dry cleaner space is located above Metropolitan Art Storage, which is located under the ground floor of the building. No visual evidence of a spill or release was noted in the dry cleaning unit, or in the Metropolitan Art Storage hallway below the dry cleaning space. Since the dry cleaner does not sit directly on the ground, it does not appear likely to present an environmental concern to the project site.

In addition, Sun Imaging (8168 Sunset Boulevard) operated on-site from 1988 until 2010. The space is currently vacant. Sun Imaging operated a photo developing machine that included photo developing fixer and developer chemicals. The business also used a silver recovery unit. However, no evidence of staining was noted inside the unit during the ESA site inspection, and a previous Phase I ESA conducted for the site identified no evidence of leaks, spills or releases, and found no violations for hazardous waste handling for this business. As such, former use of the site by Sun Imaging does not appear likely to present an environmental concern to the property.

Lastly, Hollywood Smile Dental Center is located on the second floor of the retail building (8182 Sunset Boulevard) and utilizes an x-ray film developing machine with a silver recovery unit. The x-ray equipment generates a silver and spent photo chemical waste stream, which is passed through a silver recovery treatment system prior to discharge to the municipal sewer system. Two one-gallon containers, one x-ray fixer and one developer, were noted during the site inspection, and all waste fixer and developer chemicals



generated on-site are picked up by a licensed contractor. Similarly, small quantities of medical waste are also generated at the site and are picked up on a regular basis. As such, this tenant does not appear likely to present an environmental concern to the project site.

### **Off-Site Conditions**

The regulatory records review conducted as part of the ESA identified a limited number of properties listed in various hazardous materials site databases, two of which were the on-site dry cleaning and photo developer businesses discussed above, which were listed in the Resource Conservation and Recovery Act Information System (RCRIS) Generators database as regulated hazardous waste generators. Both of these sites are listed as small quantity generators. Neither site has any listed violations. Inclusion of a site on the RCRIS Generators list does not necessarily constitute environmental contamination, but instead merely indicates that a hazardous waste stream was or is generated. In any event, inasmuch as no violations or compliance infractions were identified in connection with the above-referenced RCRA sites, these listings do not indicate an environmental hazard to the project site or surrounding properties.

In addition, the ESA identified nine properties within the 0.5-mile search radius that are listed on the Leaking Underground Storage Tanks (LUST) and/or Spills, Leaks, Investigations and Cleanups (SLIC) Records databases. The LUST list is an inventory of reported spills and leaks, both active and inactive maintained by the various California Regional Water Quality Control Boards (five LUST sites are located within the search radius). It includes stationary and non-stationary source spills reported to state and federal agencies, including remediated and contaminated leaking underground storage tank (UST) sites. SLIC records, which are maintained by the various Regional Water Quality Control Boards, document unauthorized discharges from spills and leaks from sources other than UST and other regulated sites (four SLIC sites are located within the 0.5-mile search radius). Of the nine LUST/SLIC listings, eight are located at a sufficient distance from the project site (over ¼-mile) so as not to be reasonably suspected of having impacted the property. One property listed in the SLIC database is located 0.121-mile east of the project site and reported a release of volatile organic compounds (VOCs) in 1994. No additional information was reported in the LUST or SLIC database records or on the State Geotracker database. Groundwater flow across this site is anticipated to be south-southeast, which is away from the project site and as such, it is not anticipated that hazardous materials at this site have resulted in any on-site contamination.

Impacts related to the release of ACM and LBP during site demolition activities would be reduced to less than significant with implementation of applicable mitigation measures. Additionally, given the lack of further on- or off-site hazardous materials conditions that could pose a risk to construction workers or the public, impacts associated with the release of hazardous materials into the environment resulting from implementation of the proposed project would be less than significant. As such, further analysis of this issue in an EIR is not required.

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

**Less Than Significant Impact.** There are no existing or proposed schools located within one-quarter mile of the project site. The closest schools to the project site are Larchmont Charter School located approximately 0.30 miles to the southeast; Beverly Hills Montessori School located approximately 0.40 miles to the southeast; Laurel Span Elementary School and ABC Little School located approximately 0.6 miles to

the southeast; Gardner Street Elementary School located approximately 0.75 miles to the east; Fairfax High School located approximately one mile to the south; and Bancroft Middle School located approximately 1.75 miles to the southeast. During operation of the proposed project, the limited quantities and any prescribed handling procedures of hazardous materials would not pose a risk to schools in the project vicinity. Furthermore, occupancy of the proposed residential, retail, and restaurant uses would not cause hazardous substance emissions or generate hazardous waste. As such, the proposed project would result in less than significant impacts regarding hazardous materials at any existing or proposed schools within a one-quarter mile radius of the site. Further analysis of this issue is not necessary and no mitigation measures would be required.

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

**Potentially Significant Unless Mitigation Incorporated.** As discussed above under Response No. VIII. b), two on-site properties are listed in the RCRIS Generators database, and nine off-site properties are listed in the LUST/SLIC databases. However, none of these listed properties were determined in the project ESA (Appendix A to this Initial Study) to represent an environmental risk to the project site. It should be noted that the on-site bank and two on-site LUST/SLIC-listed properties were also listed in the HAZNET database. However, according to the State DTSC Hazardous Waste Tracking System, each of the listings is inactive. The bank property, listed under Washington Mutual and JP Morgan Chase, is listed on the HAZNET database for the disposal of asbestos-containing waste (or ACM) as discussed above. Although the release of ACM during site demolition activities would create a potentially significant hazard to construction workers and the public in the area if it were to occur, implementation of Mitigation Measure VIII-1, above, would reduce potential impacts to less than significant. The former on-site photo developing business was identified on the HAZNET list for the disposal of photo processing waste, as also addressed above, and is noted as inactive. The on-site dry cleaning business also appears on the HAZNET list for the generation of halogenated solvents; this listing is also noted to be inactive. No additional information pertaining to these HAZNET listings was readily available for review as part of the ESA. However, the project site was not identified on any regulatory databases that report releases or contamination conditions, such as the SHWS, LUST or SLIC databases. Therefore, these listings are not suspected to be of a significant environmental concern to the project site, and impacts related to listed hazardous materials sites are considered less than significant with implementation of applicable mitigation. Further evaluation of this issue in an EIR is not necessary.

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

**No Impact.** The project site is not within an airport land use plan and it is not within two miles of a public use airport. The nearest airport is the Burbank Bob Hope Airport located approximately 6.5 miles north of the project site. Therefore, the proposed project would not result in an airport-related safety hazard for people residing or working in the project area, and no impact would occur in this regard.

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

**No Impact.** There are no private airstrips in the vicinity of the project site and the site is not located within a designated airport hazard area. Therefore, the proposed project would not result in airport-related safety hazards for the people residing or working in the area. No impact would occur in this regard.

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

**Less Than Significant Impact.** While it is expected that the majority of construction activities and staging areas would be confined on-site, short-term construction activities for sidewalk improvements and infrastructure improvements may temporarily disrupt access on portions of street rights-of-ways. In these instances, the project would implement traffic control measures (e.g., construction flagmen, signage, etc.) to maintain flow and access. Furthermore, in accordance with City requirements the project would develop a Construction Management Plan, which includes designation of a haul route, to ensure that adequate emergency access is maintained during construction. Therefore, construction is not expected to result in inadequate emergency access.

During operation, emergency access to the project site would continue to be provided on Sunset Boulevard, Crescent Heights Boulevard, and Havenhurst Drive. Given the relatively minor change in inbound and outbound traffic flows and the proposed parking design, access or circulation issues at the project site are not anticipated to be problematic such that a measurable reduction in emergency vehicle access would occur. Emergency evacuation for the retail and residential uses would be provided via interior staircases. Exits for emergency evacuation would be clearly marked to ensure the safe evacuation of all occupants in the building. Based on the above, construction and operation of the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant, and evaluation of this issue in an EIR is not necessary.

**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?**

**Less Than Significant Impact.** The project site is located in the highly-urbanized Sunset Strip area, but is also located in relatively close proximity to steep hillsides within the Hollywood Hills community. Although no wildlands are present within the project site boundaries, the northern portion of the site is located within a City-designated Mountain Fire District.<sup>4</sup> Although a portion of the project site is located within a designated Mountain Fire District, due to the site's proximity to the hillside areas located immediately to the north, the urbanized nature of the project site and surrounding area to the east, south, and west, as well as the nature of the proposed development's building materials would limit the potential for wildland fire hazards. Specifically, the proposed project would be constructed primarily of concrete, steel, and glass with little readily flammable building materials that could create a substantial fire risk. Additionally, the

<sup>4</sup> City of Los Angeles, Department of City Planning, *Safety Element of the Los Angeles City General Plan, adopted November 26, 1996, Exhibit D – Selected Wildfire Hazard Areas in the City of Los Angeles*; <http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf>, accessed January 2013.

proposed development, consistent with existing City Fire Code and other fire safety requirements, would include smoke/fire alarms, fully sprinklered indoor spaces, and irrigated landscaped areas, which would serve to reduce potential hazards related to structure fires (i.e., fires potentially ignited by wildland fires in the hillside areas to the north). Based on the urbanized nature of the project site and the majority of surrounding area, as well as the types of building materials and fire safety features proposed as part of the proposed development, impacts in this regard would be less than significant. Further analysis of this issue in an EIR is not necessary.

## IX. HYDROLOGY AND WATER QUALITY

*Would the proposal result in:*

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

**Less Than Significant Impact.** Temporary construction activities would entail demolition of existing structures, removal of existing paved areas and vegetation, site grading and excavation, and building construction. Throughout these activities, on-site soil could be exposed to water- and wind-borne erosion, which could increase siltation in stormwater flows leaving the site. Similarly, operation of construction vehicles and equipment could also introduce pollutants to on-site soils or other surfaces that could be conveyed off-site by stormwater flows during rain events. However, the proposed project would be required to comply with the conditions of the City's General Construction Permit, issued by the Los Angeles Regional Water Quality Control Board (RWQCB), including the preparation and implementation of a site-specific Stormwater Pollution Prevention Plan (SWPPP) for construction activities. The SWPPP requires that all potential on-site stormwater pollution sources are addressed through the implementation of applicable stormwater quality Best Management Practices (BMPs), including BMPs to minimize erosion and sedimentation and the generation and transport of other construction-related pollutants. As such, with implementation of an approved site-specific SWPPP, short-term construction activities would not result in violation of water quality standards or waste discharge requirements.

In addition, given the new uses and improvements proposed as part of the project, long-term operational water quality impacts could occur. However, per the City of Los Angeles' Low Impact Development (LID) Ordinance requirements for water quality, the project would be required to implement a project-specific Water Quality Management Plan (WQMP) that includes a variety of BMPs, including site design, source control, and treatment control BMPs that would reduce the generation, release, and transport of water pollutants in stormwater flows leaving the site. The WQMP, subject to review and approval by the City of Los Angeles Department of Public Works, would ensure that the proposed project would not violate any water quality standards or waste discharge requirements. As such, impacts would be less than significant and further analysis of this issue in an EIR is not necessary.

### 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)?

**Less Than Significant Impact.** Los Angeles Department of Water and Power (LADWP) is the water purveyor for the City. Water is supplied to the City from three primary sources including groundwater. In

2009 – 2010 LADWP had an available water supply of roughly 550,000 acre-feet (AF), with approximately 14 percent coming from local groundwater.<sup>5</sup> Groundwater levels in the City of Los Angeles are maintained through an active process via spreading grounds and recharge basins. Although open spaces do allow for seepage of water into smaller unconfined aquifers, the larger groundwater sources within the City of Los Angeles are actively recharged and supply the City with its water supply.

Since the project site has been previously developed and currently contains the two on-site buildings and adjacent hardscape/paved parking areas, the site does not currently provide opportunity for recharge of groundwater. The proposed recharge on the project site would be similar to the site's historic contribution to recharge. Furthermore, the small size of the project site limits its potential to substantially contribute to recharge of groundwater sources. Therefore, impacts due to interference with groundwater recharge would be less than significant.

According to the Phase I ESA prepared for the project site, groundwater depths on-site are anticipated to be approximately 166 feet below ground surface (bgs).<sup>6</sup> Given the estimated depth to groundwater on-site and anticipated depths of proposed excavation, it is expected that a dewatering system would not be required for the proposed project. However, groundwater extraction from such a dewatering system, if it were required, would be minimal and would not affect the long-term water table conditions. Therefore, potential impacts due to depletion of groundwater supplies would be less than significant.

In summary, the proposed project would not substantially deplete groundwater supplies or result in a substantial net deficit in the aquifer volume or lowering of the local groundwater table. Impacts would be less than significant. Further analysis of this issue is not necessary and no mitigation measures would be required.

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

**Less Than Significant Impact.** According to information provided in a Preliminary Due Diligence Report of Existing Infrastructure (included as Appendix B to this Initial Study) prepared by the project applicant's civil engineer, there is currently no on-site storm drain system.<sup>7</sup> As such, all stormwater generated on-site currently flows via sheet flow to off-site storm drains within N. Crescent Heights Boulevard and Havenhurst Drive. As required by the City's LID Ordinance, the proposed project would implement a project-specific WQMP that would retain stormwater flows from a 0.75-inch storm event on-site, or the 85<sup>th</sup> percentile storm event, whichever is larger, as well as treat on-site stormwater prior to discharge to the City's storm drain system. Under the proposed project, stormwater flows generated on-site would be conveyed through the on-site collection, conveyance, and treatment BMPs before entering the existing storm drains in N. Crescent Heights Boulevard and Havenhurst Drive. Given implementation of a project-specific WQMP, the proposed

<sup>5</sup> City of Los Angeles Department of Water and Power. "2010 Urban Water Management Plan." Adopted May 3, 2011,

<sup>6</sup> IVI Assessment Services, Inc., "Phase I Environmental Site Assessment – Suncrest Shopping Center 8148-8182 Sunset Blvd. Los Angeles, California 90046." July 7, 2011.

<sup>7</sup> PSOMAS, "8150 Sunset Boulevard Preliminary Due Diligence Report of Existing Infrastructure", April 8, 2013.

project would not result in substantial erosion or siltation on- or off-site. Impacts would be less than significant and additional analysis of this issue in an EIR is not required.

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

**Less Than Significant Impact.** While the project site is under construction, the rate and amount of surface runoff generated at the project site would fluctuate. However, because the construction period is temporary and an on-site storm drain system would be constructed in conjunction with the development, the potential for flooding during construction would be less than significant. The project site is generally flat and is entirely developed with buildings and paved services. Changes in project run-off would be minimal and the project would implement site drainage features pursuant to the City's Low Impact Development (LID) Ordinance, which provides for storm water retention to preclude flooding. Since the project site is currently developed with asphalt parking and existing commercial buildings, the site imperviousness would not be increased as a result of the proposed mixed-use development. Additionally, given compliance with the City of Los Angeles' LID requirements for stormwater quality treatment that prohibit increases in runoff associated with new development, it is assumed that the existing County storm drain system will have sufficient capacity to carry the proposed development runoff. As such, the proposed project would not result in a change in the site drainage pattern such that runoff rates or the amount of surface runoff would be increased causing flooding either on- or off-site. Impacts would be less than significant and further analysis of this issue in an EIR is not required.

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

**Less Than Significant Impact.** As noted previously, there is currently no on-site storm drain system, and therefore, all stormwater runoff sheet flows off the site to either the west onto Havenhurst Drive or east to N. Crescent Heights Boulevard. Stormwater runoff that sheet flows to the west onto Havenhurst Drive is carried within the street gutter until reaching an existing catch basin at the intersection of Havenhurst Drive and Fountain Avenue. Once entering the catch basin, the stormwater is routed to an existing 36-inch Reinforced Concrete Pipe (RCP), County of Los Angeles main storm drain line located within Havenhurst Drive. Stormwater runoff that sheet flows to the east onto N. Crescent Heights Boulevard is carried within the street gutter until reaching an existing catch basin at the intersection of Crescent Heights Boulevard and Fountain Avenue. From there the flow is routed to an existing County of Los Angeles 30-inch RCP main storm drain line that carries the flow west within Fountain Avenue. As discussed above in Responses IX.c) and d), the proposed project would comply with the City's LID Ordinance, which requires the implementation and maintenance of project-specific BMPs that not only retain stormwater flows from a 0.75-inch storm event (or 85<sup>th</sup> percentile storm event, whichever is larger) on-site, but also capture and treat all stormwater prior to discharge to the public storm drain system. Implementation of LID requirements would ensure that there would be no increase in stormwater flow volumes leaving the site relative to existing conditions. As such, given the adequacy of existing stormwater drainage infrastructure in the area and implementation of site-specific BMPs for water quality, the proposed project would not exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts would be less than significant and further analysis of this issue in an EIR is not necessary.

**f. Otherwise substantially degrade water quality?**

**Less Than Significant Impact.** As stated in Response No. VIII. (a) above, implementation of a project-specific SWPPP during construction activities and a WQMP in site design and long-term operation would preclude the potential for significant impacts relative to water quality. Given implementation of applicable stormwater management plans on-site impacts associated with degradation of water quality would be less than significant, and further analysis of this issue in an EIR is not required.

**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?**

**No Impact.** The project site mapped by the Federal Emergency Management Agency (FEMA) as located within a 0.2% Annual Change Flood Hazard Zone, defined as an area with a 0.2% annual chance of flooding in any given year (500-year flood).<sup>8</sup> The site is also located in a 500-year flood zone as delineated by the City.<sup>9</sup> Since the project site is not located within a 100-year flood plain, no impact would occur in this regard. Further analysis of this issue in an EIR is not required.

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

**No Impact.** As discussed in Response No. IX g) above, the site is not located within a FEMA-designated or City-designated 100-year flood zone or flood plain. Therefore, the proposed project would have no potential to place structures that would impede or redirect flood flows within a 100-year flood plain. No impact would occur and further analysis of this issue in an EIR is not necessary.

**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?**

**No Impact.** As discussed in Response No. IX g) above, the project site is not located within a FEMA-designated or City-designated 100-year flood zone or plain. In addition, the site is not mapped within the potential inundation area of any dams or large water bodies.<sup>10</sup> Therefore, no impact would occur and further analysis of this issue in an EIR is not required.

**j. Inundation by seiche, tsunami, or mudflow?**

**Less Than Significant Impact.** A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant disturbance undersea, such as a tectonic displacement of sea floor associated with large, shallow earthquakes. Mudflows occur as a result of downslope movement of soil and/or rock under the influence of gravity. As discussed in Section IX.h. above, the site is not located within a City-designated inundation hazard area.<sup>11</sup> Relative to tsunami hazards, the project site is located approximately ten miles inland (northeast) from the Pacific Ocean, and therefore, would not be subject to a

<sup>8</sup> FEMA Mapping Information Platform January 2013. FEMA <https://hazards.fema.gov>. Accessed January 10, 2013

<sup>9</sup> City of Los Angeles Department of City Planning, Safety Element of the General Plan, Exhibit F: "100-Year and 500-Year Flood Plains," March 1994.

<sup>10</sup> City of Los Angeles General Plan Framework, Inundation & Tsunami Hazard Areas, Safety Element Exhibit G, March 1994.

<sup>11</sup> Ibid.

tsunami. Furthermore, the project site is not located on a City-designated tsunami hazard area.<sup>12</sup> The site itself is characterized by relatively flat topography, though relatively steep slopes of the Hollywood Hills are located just north of Sunset Boulevard. While there exists a nominal potential for mudflows in the hillsides north of the project site, the relatively high amount of urbanization, landscaping, and natural vegetation within these hillside areas would generally limit the potential for large volumes of earth materials to become unstable and form a significant mudflow. Further, intervening structures, vegetation, roadways, and other obstacles would generally limit adverse physical effects to on-site development if a mudflow were to occur north of the site. Overall, therefore, no impacts would occur due to inundation by seiche or tsunamis, and mudflow impacts would be less than significant. As such, further analysis of this issue in an EIR is not required.

## X. LAND USE AND PLANNING

*Would the project:*

### a. Physically divide an established community?

**No Impact.** The project site is located within the Hollywood Community Plan area of the City of Los Angeles. The project site currently includes a variety of commercial and retail uses. The project vicinity is highly urbanized and generally built out. The project site, with frontages on Sunset Boulevard and Crescent Heights Boulevard, lies in the more active regional center, heart of Hollywood. Interspersed amongst these uses are a variety of studio/production uses, notable office uses, numerous entertainment venues, retail uses, restaurants, bars, hotels (including the Chateau Marmont Hotel located to the northwest), and residential uses. The proposed project would provide a mixed-use development consisting of residential, retail, and restaurant uses. As such, the proposed project would be an in-fill project providing uses in keeping with the mixed-use character of the surrounding area. Given the mix of uses in the project vicinity, and the in-fill character of the project, the proposed project would not be expected to physically divide an established community. Further analysis of this issue in an EIR is not necessary.

### 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?

**Potentially Significant Impact.** The project site is designated Neighborhood Office Commercial in the General Plan and is zoned Commercial (C4-1D) with corresponding zones of Limited Commercial (C1), Commercial (C2), Commercial (C4), and Automobile Parking – Surface and Underground (P) within the Hollywood Community Plan. The project site's "1D" height district designation requires the total floor area of all buildings on the lot to not exceed one (1) times the buildable area of the lot. However, development projects that include affordable housing units shall be granted incentives, including an increase in FAR to 3:1. The zoning designation does not restrict height. The project site is not located within any specific plan area or land use overlay zone. As the site will be substantially redeveloped and a variety of entitlement approvals are being requested, it is recommended that this issue be analyzed further in an EIR.

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<sup>12</sup> *Ibid.*



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

**No Impact.** As discussed in Section IV, *Biological Resources*, above, the project site is developed with retail uses and paved parking and is located within the highly urbanized community of Hollywood. The project site is not located within, or in close proximity to, a habitat conservation plan or natural community conservation plan area. Therefore, the proposed project would not conflict with the provisions of any adopted conservation plan. Further analysis of this issue is not necessary and no mitigation measures would be required.

**XI. MINERAL RESOURCES**

*Would the project:*

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

**No Impact.** With regard to Items XI.a and XI.b, the project site is not classified by the City of Los Angeles as an area containing significant mineral deposits, nor is the site designated as an existing mineral resource extraction area by the State of California.<sup>13</sup> Additionally, the project site is designated for Neighborhood Office Commercial uses within the City of Los Angeles General Plan Framework and Hollywood Community Plan, and is not designated as a mineral extraction land use. Therefore, the chances of uncovering mineral resources during construction and grading would be minimal. Project implementation would not result in the loss of availability of a known mineral resource of value to the region and residents of the State, nor of a locally important mineral resource recovery site. No impacts to mineral resources would occur. Further analysis of Mineral Resources is not necessary and no mitigation measures would be required.

**XII. NOISE**

*Would the project result in:*

- a. Exposure of persons to or generation of noise level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

**Potentially Significant Impact.** Construction of the proposed project would require the use of heavy construction equipment (e.g., bulldozers, backhoes, cranes, loaders, etc.) that would generate noise on a short-term basis. Additionally, operation of the proposed project may increase existing noise levels as a result of project-related traffic, heating, ventilating, and air conditioning (HVAC) systems, loading/unloading of trucks, population activities on the project site. As such, nearby sensitive uses could potentially be affected. Therefore, it is recommended that the project's potential to exceed noise standards be analyzed further in an EIR.

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

**Potentially Significant Impact.** Construction of the proposed project may generate groundborne vibration and noise due to site grading, clearing activities, and haul truck travel. In addition, project construction may require pile driving. As such, the proposed project would have the potential to expose people to, or generate, excessive groundborne vibration and noise levels during short-term construction activities. Therefore, it is recommended that this issue be analyzed further in an EIR.

The proposed project's residential, retail, and restaurant uses would not generate groundborne vibration or noise at levels beyond those that currently exist within the existing urbanized development setting. As such, operation of the proposed project would not have the potential to expose people to excessive groundborne vibration or noise. Therefore, no further analysis of operational groundborne vibration or noise is required and no mitigation measures would be necessary.

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

**Potentially Significant Impact.** As discussed in Response No. XI. a) above, operation of the proposed project may increase existing noise levels as a result of project-related traffic, HVAC systems, loading/unloading of trucks, and human activities on the project site. Therefore, it is recommended that potential impacts associated with a permanent increase in ambient noise levels be analyzed further in an EIR.

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

**Potentially Significant Impact.** As discussed in Response No. XI. a) above, construction of the proposed project would require the use of heavy construction equipment (e.g., bulldozers, backhoes, cranes, loaders, etc.) that would generate noise on a short-term basis. Therefore, it is recommended that potential impacts associated with a temporary or periodic increase in ambient noise levels be further analyzed in an EIR.

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

**No Impact.** The project site is not located within an airport land use plan or within two miles of an airport. The closest airport to the project site is the Burbank Bob Hope Airport, which is located approximately 6.5 miles north of the project site. Therefore, the proposed project would not expose site population in the project area to excessive noise levels from airport use. Further analysis of this issue is not necessary and no mitigation measures would be required.

<sup>13</sup> *City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, January 19, 1995, Figure GS-1 and California Department of Conservation, Division of Mines and Geology/U.S. Geologic Survey, Minerals Yearbook: The Mineral Industry of California, 2001.*

**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.** As stated above, the nearest airport is the Burbank Bob Hope Airport located approximately 6.5 north of the project site. As such, the proposed project is not within the vicinity of a private airstrip and would not expose people residing or working in the area to excessive noise levels. No impacts would occur, and further analysis of this issue is not required

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

*Would the project:*

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

**Potentially Significant Impact.** Population growth and future development projections are prepared by the Southern California Association of Governments (SCAG). SCAG provides current and projected population, housing and employment estimates for the region as a component of the Regional Transportation Plan (RTP). SCAG bases its estimates, in part, on anticipated development by City jurisdictions based on their General Plans, Zoning and on-going development activity. The SCAG projections serve as the basis for providing infrastructure and public services by various jurisdictions and service agencies throughout the region.

The proposed project would not have indirect effects on growth through such mechanisms as the extension of roads and infrastructure. However, the proposed project would add new residential, visitor, and employment population to the project site. The proposed project would provide up to 249 new apartment units and approximately 111,300 square feet of retail and restaurant uses which would generate new employment on the project site. Therefore, the new site population should be evaluated for consistency with SCAG projections and for the potential to induce substantial population growth. Accordingly, this issue should be evaluated further in an EIR.

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

**No Impact.** There is no existing housing located on the project site. Thus, the proposed project would not displace any housing or associated residential population. No impacts would occur. Further analysis of this issue is not necessary and no mitigation measures would be required.

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

**Potentially Significant Impact.** There are no residential uses on the project site. The employee population that currently serves the retail uses may require relocation for employment at an alternative venue. Therefore, it is recommended that potential impacts associated with the displacement of the current employee population on-site be further analyzed in an EIR.

## XIV. PUBLIC SERVICES

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

### a. Fire Protection?

**Potentially Significant Impact.** The Los Angeles Fire Department (LAFD) provides fire protection and emergency medical services in the City of Los Angeles. Four fire stations are located in the vicinity of the project site including Fire Station No. 41 at 1439 North Gardner Street (approximately 0.75 miles east from the project site); Fire Station No. 27 at 1327 North Cole Avenue (approximately two miles east from the project site); Fire Station No. 82 at 5769 Hollywood Boulevard (approximately three miles from the project site); and Fire Station No. 52 at 4957 Melrose Avenue (approximately 3.5 miles southeast from the project site). Fire Station No. 82 was recently expanded and upgraded in June 2012.<sup>14</sup> Because the proposed project would introduce new structures, residents and employees to the project site, greater demand on LAFD fire protection and emergency medical services could be generated. Further, the City of Los Angeles General Plan Safety Element has designated areas as Selected Wildfire Hazard Areas; and identifies the area within the vicinity of the project site as Mountain Fire District. Therefore, it is recommended that potential impacts associated with fire protection and emergency medical services be analyzed further in an EIR.

### b. Police Protection?

**Potentially Significant Impact.** The Los Angeles Police Department (LAPD) provides police protection services in the City of Los Angeles. The LAPD is divided into four Police Station Bureaus: Central Bureau, South Bureau, Valley Bureau, and West Bureau. Each of the Bureaus encompasses several communities. The project site is located in the West Bureau of the LAPD, which serves the communities of Hollywood, Wilshire, Pacific and West Los Angeles, as well as the West Traffic Division, which includes the neighborhoods of Pacific Palisades, Westwood, Century City, Venice, Hancock Park, and the Miracle Mile.

Specifically, the project site is served by the Hollywood Community Police Station located at 1358 North Wilcox Avenue (approximately two miles east of the project site). Because the proposed project would introduce new structures, residents and employees to the project site, greater demand on LAPD police protection services could be generated. Therefore, it is recommended that potential impacts associated with police protection services be analyzed further in an EIR.

### c. Schools?

**Potentially Significant Unless Mitigation Incorporated.** The project site is located within the jurisdiction of the Los Angeles Unified School District (LAUSD). Specifically, the project site is located in LAUSD District 4. The closest LAUSD schools to the project site are Gardner Street Elementary School located approximately 0.75 miles to the east; Fairfax High School located approximately one mile to the south; and Bancroft Middle School located approximately 1.75 miles to the southeast. Because the proposed project would introduce

<sup>14</sup> *Grand Opening of LAFD Fire Station 82 in Hollywood.* LAFD News and Information. June 1, 2012 <http://lafd.blogspot.com/2012/05/grand-opening-of-lafd-fire-station-82.html>. Accessed January 2, 2013.

new residents to the project site, as well as new employees that might move to the area, the proposed project could generate new students attending nearby LAUSD schools. These new students would increase demand for school facilities and services.

The LAUSD Developer Fee Program Office has established student generation rates for a variety of uses including multi-family attached residential uses and retail and services uses. The proposed project proposes 249 dwelling units and 111,308 square feet of commercial uses. Thus, the Project would generate a total of 30 elementary school students, 15 middle school students, and 18 high school students as shown in Error! Reference source not found., *Estimated Number of Students To Be Generated by the Proposed Project*.

**Table B-1**

**Estimated Number of Students to be Generated by the Proposed Project**

<b>School Level</b>	<b>Elementary School (K-5)</b>	<b>Middle School (6-8)</b>	<b>High School (9-12)</b>
LAUSD Student Generation Rate <sup>a</sup>			
Multi-Family Attached Residential	0.1141	0.0571	0.0694
Retail and Services (Per 1,000 square feet)	0.0178	0.0089	0.0111
Students Generated			
Residential (249 units)	28	14	17
Retail and Services (111,308 square feet)	2	1	1
<b>Total Project-Related Student Generation</b>	<b>30</b>	<b>15</b>	<b>18</b>

<sup>a</sup> LAUSD Student Generation Rate Calculation, September 2010 and LAUSD Commercial/Industrial Development School Fee Justification Study, September 2010.

Source: PCR Services, September 2013.

As previously discussed, the project site is located within LAUSD District 4 and students would attend Gardner Street Elementary School, Bancroft Middle School, and Fairfax Senior High School. Project implementation, therefore, would increase the demand for seats at each of these schools beginning with the 2017-2018 school year, which could potentially exceed the available student capacity at each facility. However, as required by Mitigation Measure XIV-1, below, and in accordance with State law, including Government Code Section 65995 and Education Code Section 17620, issuance of building permits for the proposed project would require the payment of fees at a specified rate for the funding of improvements and expansion of school facilities. In accordance with Senate Bill 50 (SB 50) enacted in 1998, payment of this fee is deemed to fully mitigate any project impacts to school facilities under CEQA. Therefore, with payment of the required fee set forth by the Government Code and Education Code, as required by mitigation measures below, impacts to schools would be less than significant and further analysis of this issue in an EIR is not required.

**Mitigation Measure XIV-1:** The project shall pay required school mitigation fees pursuant to Government Code Section 65995 and in compliance with SB 50 (payment of developer fees).

**d. Parks?**

**Potentially Significant Impact.** The Los Angeles Department of Recreation and Parks (LADRP) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City of Los Angeles. Recreational and park facilities located within two miles of the project site and operated by LADRP include the Wattles Gardens Park; Runyon Canyon Park and Runyon Canyon Dog Park; Dorothy & Benjamin Smith Park; De Longpre Park; Yucca Park; Pan Pacific Park; Pan Pacific Park Recreation Center and Pool; Laurel Canyon Park and Laurel Canyon Dog Park; Selma Park; Poinsettia Recreation Center; and the Yucca Community Center. In addition, a number of parks operated by the City of West Hollywood, including Havenhurst Park and William S. Hart Park, are within two miles of the project site. Because the proposed project would introduce new residents and employees to the project site that might visit nearby parks, demand on existing public recreational and park facilities and services could increase. The proposed project would provide a new public plaza at the southwest corner of Sunset Boulevard and N. Crescent Heights Boulevard that would be improved and maintained by the project applicant but owned and under the jurisdiction of the City of Los Angeles, as well as a large central outdoor pedestrian plaza and rooftop deck and garden areas along Sunset Boulevard, both of which would be accessible to the public during normal business hours. Additionally, the residential component of the project would provide on-site residents a pool/pool deck area, fitness center, recreation room, and private patios and terraces. These facilities would reduce the project's demand for use of existing public recreational and park facilities. Notwithstanding, potential residual impacts on park services in the area should be analyzed further in an EIR.

**e. Other governmental services (including roads)?**

**Potentially Significant Impact.** The Los Angeles Public Library (LAPL) provides library services to the City of Los Angeles. Four libraries are located in the vicinity of the project site including the Will and Ariel Durant Branch Library located at 7140 West Sunset Boulevard (approximately 1.2 miles east from the project site), the Fairfax Branch located at 161 S. Gardner Street (approximately 1.9 miles south from the project site), the John C. Fremont Branch Library located at 6121 Melrose Avenue (approximately two miles southeast from the project site), and the Frances Howard Goldwyn-Hollywood Regional Branch Library located at 1623 North Ivar Avenue (approximately two miles east from the project site). Because the proposed project would introduce new residents and employees to the project site, demand on LAPL library services could increase. Therefore, it is recommended that potential impacts associated with library services be analyzed further in an EIR.

During construction and operation of the proposed project, other governmental services, including roads, would continue to be utilized. Project residents, patrons, visitors, and employees would use the existing road network, without the need for new roadways to serve the project site. As discussed below in Section XV., *Transportation/Circulation*, the proposed project could result in an increase in the number of vehicle trips attributable to the project site. However, the additional use of roadways would not be excessive and would not necessitate the upkeep of such facilities beyond normal requirements. Therefore, the proposed project would result in less than significant impacts on other governmental services. Further analysis of other governmental services is not necessary and no mitigation measures would be required.

## XV. RECREATION

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

**Potentially Significant Impact.** As discussed in Response No. XIII. d) above, because the proposed project would introduce new population to the project site, greater demand on existing public recreational and park facilities and services could be generated, which may contribute to physical deterioration of such facilities. Therefore, it is recommended that this issue be analyzed further in an EIR.

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

**Potentially Significant Impact.** The proposed project would provide a large central pedestrian plaza, and public rooftop deck/garden areas along Sunset Boulevard that would provide outdoor recreation space and amenities for visitors, residents, commercial patrons, and the public at-large. In addition, the project proposes to reconfigure and enhance the existing traffic island adjoining the site at the intersection of Sunset and Crescent Heights Boulevards. These project features have been incorporated into the overall project design. Therefore, construction of these recreational facilities as part of the proposed project and the resulting physical effects on the environment are assessed within this Initial Study. Any issues within this Initial Study that are noted as potentially significant will be analyzed further in an EIR.

## XVI. TRANSPORTATION/CIRCULATION

*Would the project:*

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

**Potentially Significant Impact.** The project site is subject to the Los Angeles Department of Transportation's (LADOT) standards and guidelines regarding trip generation and levels of service (LOS) for the street system. The proposed project would remove 80,000 square feet of existing commercial uses, including fast food restaurants, retail uses, and a bank, and provide up to 249 new apartment units and approximately 111,310 square feet of retail and restaurant uses that would provide new employment opportunities. These uses would add traffic to local and regional transportation systems. Thus, operation of the proposed project could adversely affect the existing capacity of the street system or exceed an established level of service (LOS) standard. Construction of the proposed project would also result in a temporary increase in traffic due to construction-related truck trips and worker vehicle trips. Therefore, traffic impacts during construction could also adversely affect the street system. As the project has the potential to result in a significant traffic impact, it is recommended that this issue be analyzed further in an EIR.

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

**Potentially Significant Impact.** The CMP is a State-mandated program enacted by the State legislature to address the impacts that urban congestion has on local communities and the region as a whole. MTA is the local agency responsible for implementing the requirements of the CMP. New projects located in the City of Los Angeles must comply with the requirements set forth in the MTA's CMP. These requirements include the provision that all freeway segments where a project could add 150 or more trips in each direction during the peak hours be evaluated. The guidelines also require evaluation of all designated CMP intersections where a project could add 50 or more trips during either peak hour. The proposed project would generate vehicle trips which could potentially add trips to a freeway segment or CMP intersection. Thus, it is recommended that this issue be analyzed further in an EIR.

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

**No Impact.** The nearest airport is the Burbank Bob Hope Airport located approximately 6.5 miles north of the project site. As such, the proposed project would not result in a change in air traffic patterns including increases in traffic levels or changes in location that would result in substantial safety risks. No impact would occur in this regard.

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

**Potentially Significant Impact.** The roadways adjacent to the project site are part of an established urban roadway network and contain no sharp curves or dangerous intersections. However, the proposed project would alter the existing building configuration on-site, construct new access driveways and internal circulation, expand parking facilities, and create new pedestrian paths and stairways. Additionally, the project could result in an increase in traffic levels in the project area. Considering these factors, the potential for hazardous conditions may increase over existing conditions under the proposed project. Therefore, further analysis of this issue in an EIR is recommended. The EIR analysis will also evaluate the potential for hazards to occur at vehicle and pedestrian access points under the proposed project.

**e. Result in inadequate emergency access?**

**Potentially Significant Impact.** Immediate access to the project vicinity is provided via Sunset Boulevard, Crescent Heights Boulevard, and Havenhurst Drive. While it is expected that the majority of construction activities for the proposed project would be confined on-site, short-term construction activities may temporarily affect access on portions of adjacent streets during certain periods of the day. In addition, the proposed project would generate traffic in the project vicinity and would result in some modifications to access from the streets that surround the site. Thus, it is recommended that this issue be analyzed further in an EIR.



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

**Potentially Significant Impact.** The project site is located in an area well served by public transportation. Several transit providers operate transit service within the area, including bus service provided Metropolitan Transit Authority (Metro), and the Los Angeles Department of Transportation (LADOT). The project site is also within an area with relatively high pedestrian activity.<sup>15</sup> As the proposed project would change site access conditions and contribute population to the surrounding area, the project impacts on the alternative transit facilities should be evaluated for consistency with the implementation of policies, plans, and programs supporting alternative transportation in an EIR.

**XVII. UTILITIES AND SERVICES SYSTEMS.**

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

**Potentially Significant Impact.** The proposed project would result in new sources of wastewater generated at the project site with the development of the new retail uses and residential units along with related amenity facilities and open space. The incremental quantity of wastewater generated by the project could potentially result in impacts with respect to wastewater treatment. Therefore, it is recommended that this issue be analyzed further in an EIR.

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

**Potentially Significant Impact.** The proposed project consists of new retail uses and residential development, with related amenities and open space, which would result in an increase in water demand and wastewater generation that may require upgrades to existing utility facilities. Therefore, it is recommended that this issue be analyzed further in an EIR.

**c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

**Less Than Significant Impact.** Refer to Section IX, *Hydrology and Water Quality*, above. The project site currently contains two commercial buildings and related hardscape/paved parking area. Proposed site development would include drainage enhancement components consistent with the City's Low Impact Development Ordinance, and as such the project would not be expected to adversely affect local drainage systems. Impacts related to construction of new or expanded stormwater drainage facilities would be less than significant and further analysis of this issue in an EIR is not necessary.

<sup>15</sup> *Bicycle Plan, Chapter 9 of the Transportation Element of the General Plan, Adopted March 1, 2011.*

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

**Potentially Significant Impact.** Given the increased development that would occur on the project site, the proposed project would generate an increase in water demand. Changes to water availability and water regulations, as well as potential conservation of water resources are important considerations in the ability of project to support its on-site population. Therefore, it is recommended that this issue be analyzed further in an EIR.

**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?**

**Potentially Significant Impact.** Given the increased development that would occur on the project site, the proposed project would result in an increase in wastewater generation. Therefore, it is recommended that this issue be analyzed further in an EIR.

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

**Potentially Significant Impact.** Solid waste management in the City of Los Angeles involves both public and private refuse collection services as well as public and private operation of solid waste transfer, resource recovery, and disposal facilities. The Los Angeles City Department of Public Works Bureau of Sanitation has the responsibility to develop plans and strategies to manage and coordinate the solid waste generation in the City of Los Angeles and to address the disposal needs of the City of Los Angeles as a whole. Private hauling companies collect solid waste generated primarily from large multi-family residential, commercial and industrial properties. Solid waste management includes solid waste source reduction, recycling, composting, transformation and disposal. The City does not own or operate any landfill facilities. The majority of the solid waste generated within the City is disposed of at Los Angeles County landfills.

The California Integrated Waste Management Act of 1989, also known as Assembly Bill 939, mandates jurisdictions to meet a diversion goal of 50 percent by 2000 and thereafter. In addition, each county is required to prepare and administer a Countywide Integrated Waste Management Plan (CoIWMP). This plan is comprised of the county's and the cities' solid waste reduction planning documents plus an Integrated Waste Management Summary Plan (Summary Plan) and a Countywide Siting Element (CSE). For Los Angeles County, the County's Department of Public Works (Public Works) is responsible for preparing and administering the Summary Plan and the CSE. These documents were approved by the County, a majority of the cities within the County containing a majority of the cities' population, the County Board of Supervisors, and the California Department of Resources Recycling and Recovery (CalRecycle). The Summary Plan, approved by CalRecycle on June 23, 1999, describes the steps to be taken by local agencies, acting independently and in concert, to achieve the mandated state diversion rate by integrating strategies aimed toward reducing, reusing, recycling, diverting, and marketing solid waste generated within the County.

In addition, Los Angeles County continually evaluates landfill disposal needs and capacity through preparation of CoIWMP Annual Reports. Within each annual report, future landfill disposal needs over the next 15-year planning horizon are addressed in part by determining the available landfill capacity.<sup>16</sup>

The City of Los Angeles includes numerous plans, polices and regulations that address the future provision of solid waste services and reductions of the solid waste stream, including the Los Angeles Solid Waste Management Policy Plan, 1993; the General Plan Framework, 1999/2003; the RENEW LA Plan, 2006; the Space Allocation Ordinance (Ordinance No. 171687), 1997; and Green LA Plan, 2007. Among other provisions, these plans/regulations set increased recycling goals, e.g. 70 percent by 2015, and require the provision of recycling areas/rooms in development plans. The City is also developing and implementing the Solid Waste Integrated Resources Plan (SWIRP), a 20-year master plan for the City's solid waste and recycling programs.

The project would provide 249 new housing units and approximately 111,300 square feet of new retail and restaurant space, as well as site amenities. Thus, project development would generate a considerable amount of construction debris (exported soils, asphalt paving and building construction materials), as well as a large amount of debris due to daily operations in the future. Disposal would occur pursuant to City Ordinances that require the use certified haulers and implementation of practices to recycle exported materials. As the project may have impacts on the remaining landfill capacity that is monitored in the CoIWMP Annual Reports, and would be required to demonstrate consistency with policies to divert waste from landfills and increase waste recycling, the project's impacts on landfill capacity should be analyzed in an EIR.

#### **g. Comply with Federal, State, and local statutes and regulations related to solid waste?**

**Potentially Significant Impact.** As described in Section XVII.f, above, there are a number of state, county and city plans and policies that address the availability of sufficient landfill capacity and the diversion/recycling of waste debris. Therefore, the project's waste generation and consistency with plans and policies to increase diversion of wastes should be evaluated in an EIR.

#### **h. Other Utilities and Service Systems?**

**Less Than Significant Impact.** Electricity transmission to the project site is provided and maintained by LADWP. Future plans regarding the provision of electrical services are presented in regularly updated *Integrated Resources Plans (IRPs)*. These Plans identify future demand for services and provide a framework for how LADWP plans on continuing to meet future consumer demand. The current IRP is based on a 20-year planning horizon. The LADWP is required to meet operational, planning reserve and reliability criteria, and the resource adequacy standards of the Western Electricity Coordinating Council (WECC) and the North American Electric Reliability Corporation (NERC).

LADWP's Power System served approximately 4.1 million people in 2011 in the City of Los Angeles and areas of the Owens Valley and is the nation's largest municipal electric utility. LADWP has a net dependable

<sup>16</sup> *Los Angeles County Department of Public Works, Los Angeles County Integrated Waste Management Plan, 2011 Annual Report, August 2012.*

generation capacity greater than 7,125 megawatts (MW).<sup>17</sup> LADWP is fully resourced to meet peak demand but maintains transmission and wholesale marketing operations to keep production costs low and increase system reliability.

The LADWP December 2012 forecast, as presented in the 2012 IRP, indicates a 2017-2018 fiscal year demand for approximately 23,300 GWh per year.<sup>18</sup> The existing and proposed project's estimated energy consumption is shown in **Table B-2, *Estimated Electricity Use***. The estimates, are based on generation factors provided in the 2011 SCAQMD California Emissions Estimator Model. As indicated, the existing development generates a demand for approximately 288 megawatt-hours (MWh) per year. The proposed project would generate a demand for approximately 710 MWh per year. The proposed project would result in a net electrical demand increase of over 422 MWh per year over existing conditions. The project's energy consumption of 710 MWh per year would be approximately 0.000003 percent that of the estimated 2017-2018 demand of 23,300 GWh per year. This amount is negligible, and is within the anticipated service capabilities of LADWP.

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<sup>17</sup> LADWP, *2012 Integrated Resources Plan, December 2012*.

<sup>18</sup> LADWP, *2012 Integrated Resources Plan, Appendix A, Table A-1*.

**Table B-2**  
**Estimated Electricity Use**

<b>Land Use</b>	<b>Amount of Development</b>	<b>Units</b>	<b>Generation Factor (kWh/unit/year)<sup>a</sup></b>	<b>Annual Electricity Consumption (kWh)</b>	<b>Annual Electricity Consumption (MWh)</b>
<b><u>Existing Uses</u></b>					
Retail	14,647	s.f.	4.9	71,770	71.770
Art Storage Facility (Metro Art Storage)	27,625	s.f.	0.79	21,824	21.824
Walk-in bank (Chase)	20,172	s.f.	2.75	55,473	55.473
Restaurant (Kuru Sushi)	2,056	s.f.	9.91	20,375	20.375
Fast Food Restaurants (McDonald's, El Pollo Loco, Subway)	8,790	s.f.	9.91	87,109	87.109
Ice Cream Shop (Mickey and Sam's)	800	s.f.	9.91	7,928	7.928
Dental Office (Hollywood Smile Dental Center)	2,360	s.f.	5.62	13,263	13.263
Health Club (Martial Arts)	3,550	s.f.	2.75	9,763	9.763
<b>Total</b>				<b>287,505</b>	<b>287.505</b>
<b><u>Proposed Uses</u></b>					
Residential	249	units	278.88	69,441	69.441
Traditional Retail	51,308	s.f.	4.9	251,409	251.409
Restaurant	22,000	s.f.	9.91	218,020	218.020
Supermarket	25,000	s.f.	5.4	135,000	135.0
Health Club/Fitness	8,000	s.f.	2.75	22,000	22.0
Walk-in Bank	5,000	s.f.	2.75	13,750	13.75
<b>Total</b>				<b>709,620</b>	<b>709.62</b>
<b>Net Increase (Existing/Proposed)</b>				<b>422,115</b>	<b>422.115</b>

Notes: s.f. = square feet      kBtu = thousand British Thermal Units      kcf = thousand cubic feet

<sup>a</sup> Natural gas demand generation factors based on SCAQMD California Emissions Estimator Model, Appendix Default Data Tables (February 2011). One cubic foot of natural gas is assumed to be 1,020 BTU.

Source: PCR Services Corporation, 2013

Natural gas is provided to the project site by the Southern California Gas Company (SoCal Gas). According to the 2012 California Gas Report, California natural gas demand is expected to decrease at a modest rate of -0.25 percent per year from 2012 to 2030 for residential, commercial, electric generation, and industrial markets. This is due to increased energy efficiency programs, increasing reliance on renewable electric generation (e.g. solar and wind) as well as declining industrial demands as California continues its transition

from a manufacturing-based to a service-based economy.<sup>19</sup> Over the past five years, California natural gas unities including SoCal Gas, interstate pipelines and in-state natural gas storage facilities have increased their delivery and receipt capacity to meet natural gas growth.

SoCal Gas is supported in its planning effort by the California Energy Commission, which provides Integrated Energy Policy Reports, with annual updates that evaluate future demand for natural gas and supply considerations.

*The 2012 California Gas Report indicates that, with only minor variations from year to year, SoCal Gas is projected to provide approximately 2,600 million cubic feet per day (MMcfd) or 975 billion cubic feet (bcf)/year of natural gas over the next 20-year planning horizon. The report also indicates that SoCal Gas has a substantially higher capacity available.*<sup>20</sup>

The existing and proposed project's estimated use of natural gas is shown in **Table B-3, Estimated Natural Gas Use**. The estimates are based on generation factors provided in the 2011 SCAQMD California Emissions Estimator Model. As indicated in Table B-3, the existing development generates a demand for approximately 656 thousand cubic feet (kcf) per year. The proposed project would generate a demand for 4,596 kcf per year. The proposed project would result in a net natural gas demand increase of 3,940 kcf per year over existing conditions. The project's natural gas consumption of 4,596 kcf would be approximately 0.00047 percent of the estimated annual demand of 975 bcf. This amount is negligible, and is within the anticipated service capabilities of SoCal Gas.

Furthermore, utility providers are required to plan for necessary upgrades and expansions to their systems to ensure that adequate service would be provided. As such, the proposed project would have a less than significant impact to electricity and natural gas utilities and service systems. Further analysis of this issue is not necessary and no mitigation measures would be required. Notwithstanding, the analysis of GHG emissions will evaluate energy use as it effects air emissions and potential conservation measures that will reduce energy consumption as well as the emission of GHGs.

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<sup>19</sup> 2012 California Gas Report, Prepared by the California Gas and Electric Utilities. July 2012.

<sup>20</sup> 2012 California Gas Report, Prepared by the California Gas and Electric Utilities. July 2012; page 66 and Appendix Table at pages 102 - 107.

Table B-2

## Estimated Natural Gas Use

Land Use	Amount of Development	Units	Generation Factor (kBtu/unit/year) <sup>a</sup>	Annual Natural Gas Consumption (kBtu)	Annual Natural Gas Consumption (kcf)
<b>Existing Uses</b>					
Retail	14,647	s.f.	1.21	17,723	17.38
Art Storage Facility (Metro Art Storage)	27,625	s.f.	0.88	24,310	23.83
Walk-in bank (Chase)	20,172	s.f.	1.21	24,408	23.93
Restaurant (Kuru Sushi)	2,056	s.f.	45.23	92,993	91.17
Fast Food Restaurants (McDonald's, El Pollo Loco, Subway)	8,790	s.f.	45.23	397,572	389.78
Ice Cream Shop (Mickey and Sam's)	800	s.f.	45.23	36,184	35.48
Dental Office (Hollywood Smile Dental Center)	2,360	s.f.	10.54	24,874	24.39
Health Club (Martial Arts)	3,550	s.f.	14.36	50,978	49.98
<b>Total</b>				<b>669,042</b>	<b>655.94</b>
<b>Proposed Uses</b>					
Residential	249	units	12,790.79	3,184,907	3,122.46
Traditional Retail	51,308	s.f.	1.21	62,083	60.87
Restaurant	22,000	s.f.	45.23	995,060	975.55
Supermarket	25,000	s.f.	10.35	258,750	253.68
Health Club/Fitness	8,000	s.f.	14.36	114,880	112.63
Walk-in Bank	5,000	s.f.	14.36	71,800	70.39
<b>Total</b>				<b>4,687,480</b>	<b>4,595.58</b>
<b>Net Increase (Existing/Proposed)</b>				<b>4,018,438</b>	<b>3,939.64</b>

Notes: s.f. = square feet      kBtu = thousand British Thermal Units      kcf = thousand cubic feet

<sup>a</sup> Natural gas demand generation factors based on SCAQMD California Emissions Estimator Model, Appendix Default Data Tables (February 2011). One cubic foot of natural gas is assumed to be 1,020 BTU.

Source: PCR Services Corporation, 2013

## **XVIII. MANDATORY FINDINGS OF SIGNIFICANCE**

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

**Potentially Significant Impact.** As discussed within this Initial Study, the proposed project would result in environmental impacts that have the potential to degrade the quality of environment. These environmental impacts include potential impacts related to Aesthetics (aesthetics, views, light and glare, and shade/shadow), Air Quality, Cultural Resources (Historical, Archaeological and Paleontological Resources), Geology and Soils, Greenhouse Gases, Land Use and Planning, Noise, Population/Housing/Employment, Public Services (fire, police, parks, and libraries), Recreation, Transportation/Circulation (traffic, parking, and access), and Utilities (water, wastewater, and solid waste). An EIR will be prepared to analyze and document these potentially significant impacts.

However, as discussed previously in Section IV., Biological Resources, the proposed project would not substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal.

- 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.)**

**Potentially Significant Impact.** The potential for cumulative impacts occurs when the independent impacts of the proposed project are combined with the impacts of related projects in proximity to the project site such that impacts occur that are greater than the impacts of the project alone. The project vicinity includes other past, current, and/or probable future projects whose development would contribute to potentially significant cumulative impacts in conjunction with the proposed project. Cumulative impacts associated with the issues determined to be less than significant within this Initial Study are discussed below. For each of the issues determined to be potentially significant within this Initial Study as identified in the above responses, cumulative impacts will be analyzed in an EIR.

With regard to cumulative impacts for the issues of agricultural resources, biological resources, hazards and hazardous materials, hydrology and water quality, mineral resources, and utilities and service systems: the project site is located in an urbanized area and like the project, other developments occurring in the project area would occur on previously disturbed, urbanized land. The proposed project does not contain these resources and therefore could not contribute to a cumulative effect. Further, the related projects would not contribute to such cumulative impacts.



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

**Potentially Significant Impact.** As discussed in Response No. XVII. a) above, the proposed project would result in potentially significant environmental impacts associated with Aesthetics (aesthetics, views, light and glare, and shade/shadow), Air Quality, Cultural Resources (Historical, Archaeological and Paleontological Resources), Geology and Soils, Greenhouse Gases, Land Use and Planning, Noise, Population/Housing/Employment, Public Services (fire, police, parks, and libraries), Recreation, Transportation/Circulation (traffic, parking, and access), and Utilities (water, wastewater, and solid waste). These impacts could have potential adverse effects on human beings. Therefore, further analysis of these impacts will be analyzed in an EIR.