I. SUMMARY

A. INTRODUCTION

The subject of this Draft Environmental Report (Draft EIR) is the proposed Paseo Plaza Hollywood project ("Proposed Project"). The Project Applicant is St. Andrews-Santa Monica, LLC, 3851 Overland Avenue, Suite B, 2nd Floor, Culver City, California 90232. A detailed description of the Proposed Project is contained in Section III (Project Description) of this report.

Because the Proposed Project will require approval of certain discretionary actions by the City of Los Angeles and other governmental agencies, the Proposed Project is subject to CEQA, for which the City is the designated Lead Agency. The City of Los Angeles Department of City Planning administers the process by which environmental documents for private projects are prepared and reviewed by the City pursuant to the applicable provisions of the City Municipal Code and the State CEQA Guidelines. On the basis of these procedures, it was determined that the Proposed Project may have a significant effect on the environment, and that an EIR should be prepared.

As described in Section 15121 (a) and Section 15362 of the CEQA Guidelines, an EIR is an informational document, which will inform public agency decision makers and the public of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. The purpose of this Draft EIR, therefore, is to focus the discussion on those potential effects on the environment of the Proposed Project, which the lead agency has determined are or may be significant. In addition, feasible mitigation measures are recommended, when applicable, that could reduce or avoid significant environmental impacts.

This Draft EIR was prepared in accordance with Section 15151 of the CEQA Guidelines, which defines the standards for EIR adequacy:

> *"An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently take account of environmental consequences. An evaluation of the environmental effects of a Proposed Project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure."*

Notice of Preparation

Comments on the scope of the Draft EIR were solicited through a Notice of Preparation (NOP) process from identified responsible and trustee agencies, as well as interested parties. The NOP for the Draft EIR was circulated for a 30-day review period starting on November 2, 2005 and ending on December 2, 2005. Refer to Appendix A of this Draft EIR for a copy of the NOP and Appendix B for written comments submitted to the City of Los Angeles in response to the NOP.

Environmental Issues to be Analyzed in Draft EIR

Based on a review of environmental issues by the City of Los Angeles Department of City Planning, this Draft EIR analyzes the following environmental impact areas:

- Aesthetics
- Air Quality
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
    - Fire Protection
    - Police Protection
    - Schools
    - Parks
    - Libraries

- Transportation and Traffic
- Utilities and Service Systems
    - Wastewater
    - Water
    - Solid Waste
    - Electricity
    - Natural Gas

Section IV.A of this report lists the environmental issues that were determined not to be significantly affected by the Proposed Project, and therefore are not analyzed in detail in this Draft EIR.

Environmental Review Process

The Draft EIR will be circulated for review and comment by the public and other interested parties, agencies, and organizations for 45 days. A public hearing on the Proposed Project will be held after the review period and the preparation of the Final EIR. Notice of time and location will be published prior to the public hearing date. All comments or questions about the Draft EIR should be addressed to:

Jimmy Liao and Jonathan Riker
City of Los Angeles Department of City Planning
200 North Spring Street, Room 763
Los Angeles, CA 90012
(213) 978-1355

Following public review of the Draft EIR, a Final EIR will be prepared in response to comments received during the public review period. The Final EIR will be available for public review prior to its certification by the City of Los Angeles.

Organization of Draft EIR

This Draft EIR is organized into eight sections, as follows:

Section I. Summary: This section provides a summary of the project description, alternatives to the Proposed Project, environmental impacts and mitigation measures.

Section II. Environmental Setting: An overview of the study area's environmental setting is provided including a description of existing and surrounding land uses, and a list of related projects proposed in the project area.

Section III. Project Description: This section provides a complete detailed description of the Proposed Project including the project location, objectives, characteristics, and required discretionary actions.

Section IV. Environmental Impact Analysis: This section is the focus of this Draft EIR. Each environmental issue contains a discussion of existing conditions for the project area, an assessment and discussion of the significance of impacts associated with the Proposed Project, proposed mitigation measures, a discussion of cumulative impacts, and level of impact significance after mitigation.

Section V. General Impact Categories: This section provides a summary of significant and unavoidable impacts and a discussion of the potential growth inducement of the Proposed Project.

Section VI. Alternatives to the Proposed Project: This section includes an analysis of a range of reasonable alternatives to the Proposed Project. The range of alternatives selected is based on their ability to feasibly attain most of the basic objectives of the project and that would avoid or substantially lessen any of the significant effects of the project.

Section VII. Preparers of the EIR and Persons Consulted: This section presents a list of City and other agencies and consultant team members that contributed to the preparation of the Draft EIR.

Section VIII. List of Acronyms and Abbreviations: This section presents a list of all acronyms and abbreviations used in the Draft EIR.

B. PROPOSED PROJECT

The Paseo Plaza Project Site is located at 5663 Santa Monica Boulevard, within the Hollywood Community Plan area of the City of Los Angeles (see Section II, Environmental Setting, Figure II-1 and Figure II-2) and encompasses the following addresses: 5601 - 5667 Santa Monica, 5545 W. Virginia Avenue, and 5542 W. Virginia Avenue. The Project Site consists of three properties (Site I, II and III) ("Project Site"). Site I consists of 13 tax parcels that total approximately 212,669 square feet (4.9 acres). The Project Applicant currently does not own one of those parcels, the "Linoleum City Parcel" (approximately 20,020 square feet), located along Santa Monica Boulevard. The Project Applicant and the Linoleum City Parcel owner have been in negotiations for several months for parcel acquisition by the Project Applicant. At the time of publication of this Draft EIR, there is no certainty that Linoleum City will be acquired. In the event that the Linoleum City Parcel can be acquired, the Project Applicant will move forward with the Proposed Project (as described below). If the Linoleum City Parcel cannot be acquired, Alternative B (Mixed Use Alternative Site Plan, Without Linoleum City Parcel) will be replaced as the Proposed Project (as described in Section VI of this Draft EIR).

As shown on Figure III-1, Site I is bounded by Wilton Place on the west, Virginia Avenue on the north, St. Andrews Place on the east, and Santa Monica Boulevard on the south. Site II is located on the northeast corner of St. Andrews and Virginia Avenue, and Site III is located on the southeast corner of St. Andrews and Virginia Avenue. The Project Site is situated just west of and with easy access from the Hollywood Freeway. Site I consists of a total 212,669 square feet (4.9 acres). Sites II and III are square shaped and much smaller than the rectangular-shaped Site I. Site II consists of 9,500 square feet (0.21 acres) and Site III is 15,028 square feet (0.34 acres).

The Site is currently zoned C4-1VL and R4–1VL. The Project Site and the surrounding area are relatively flat and are developed with residential and commercial land uses.

The Proposed Project would provide a pedestrian-friendly mixed-use development with a variety of new housing and retail opportunities for the community. The Project Site is adjacent to and accessible by several bus lines and the Metro Red Line (approximately 1 mile from the Project Site) and would offer significant public transportation opportunities and access for future residents, employees and patrons.

The Proposed Project would involve the development of a mixed-use development with approximately 437 residential units, 377,900 square feet of retail space (including, but not limited to, retail, restaurant and commercial office uses). Total parking proposed would be 1,811 spaces in below grade structures. The development would be provided on three sites as shown in Figure III-1, which presents the Proposed Plot Plan. Figure III-2 presents a conceptual Site Plan.

The Project Site currently has a total of 161,550 sq. ft. of retail development consisting of 7 buildings (including the 3-story (above grade) retail store building)[1], which is located on Site I. Site II and Site III are surface parking lots. Development of the Proposed Project would involve demolition on Site I of approximately 47,430 square feet of built space that includes 6 neighborhood retail buildings and ancillary structures to the 3-story (above grade) retail department store building (currently occupied by Sears). Of the 161,550 sq. ft of existing retail space, the 3-story (above grade) department store building, totaling approximately 114,120 sq. ft.[2], would not be demolished and would be used as retail as part of the Proposed Project. As shown in Table III-1, new construction on Site I would total 263,780 sq. ft. and with the existing 3-story (above grade) department store building, retail/commercial space would total 377,900 sq. ft. Of the 377,900 sq. ft. of retail/commercial space, approximately 25,000 sq. ft. would be provided for restaurant space and up to approximately 50,000 sq. ft. devoted to office use.

Site I

Site I consists of the largest property, approximately 4.9-acres, and would include all of the proposed 377,900 sq. ft. of neighborhood oriented retail/commercial space and 375 residential (apartment) units (397,870 square feet of floor area). Site I features 95,570 s.f. of a below grade department store, 102,440 s.f. at-grade, and 65,770 above grade neighborhood serving retail uses. In addition to the new construction, the Project would include the existing 3-story (above grade) retail department store (currently occupied by Sears) comprising of 114,120 sq. ft. Figure III-3 presents an elevation of Site I along Santa Monica Boulevard and Figures III-4 presents elevations of the Proposed Project as viewed from Santa Monica Boulevard, Virginia Avenue, Wilton Place and St. Andrews Place. Figure III-5 presents sections of Site I demonstrating the height and placement of the uses. Figure III-6 is a photograph of a model of the Proposed Project.

The mixed-use complex would be between 2- and 8-stories above grade and would reach a maximum height of approximately 94 feet for the occupied space (up to approximately 113-feet, including 19 feet of unoccupied architectural features). The proposed retail uses would be located on two levels surrounding the pedestrian plaza and would also be located (on two levels) along Santa Monica Boulevard and seamlessly connect to the existing 3-story (above grade) retail department store building (see Figures III-3 and III-4, Santa Monica Boulevard elevation). The retail uses would also wrap around the Wilton Place and Santa Monica Boulevard corner up to the Proposed Project's Wilton Place driveway. In addition to the two levels of above grade retail, there would be one level below grade for large tenants and connecting to the basement level of the existing retail department store building currently occupied by Sears. Within the three levels of retail space, the Project would total 377,900 sq ft and include up to approximately 25,000 sq. ft. of restaurant (and/or food serving establishments) space and up to

[1] *The basement level of the multi-story department store building (currently occupied by Sears) is herein incorporated by reference into the description of the (Sears) department store building.*

[2] *The existing 3-story (above grade) department store building currently occupied by Sears totals approximately 124,120 sq. ft. with ancillary structures. It is proposed that those ancillary structures, totaling approximately 10,000 sq. ft. would be demolished and the remaining structure would total approximately 114,120 sq.ft.*

approximately 50,000 sq. ft. of office space for uses such as banks, small businesses (e.g., neighborhood serving uses such as accountants, insurance companies, wellness centers, mortgage companies, brokerage companies, etc.).

The residential units would be located at varying levels throughout the Proposed Project, primarily setback above the 2-levels of above ground retail along Santa Monica Boulevard. The residential uses proposed above the retail are clustered around interior spaces that include amenities such as swimming pools, spas and landscaped open space areas. The residential units fronting along Virginia Avenue would be approximately 3-stories high and compliment the existing residential units across Virginia Avenue. The Virginia Avenue elevation includes a linear cluster of residential buildings, approximately 3-stories, and setback approximately 10 feet from the roadway, emulating the existing streetscape. These buildings would be separated by landscaped areas and walkways, which connect to the proposed paseo leading to the plaza (see Figure III-4, Virginia Avenue elevation).

Parking on Site I would be provided in a 3-level subterranean parking structure (below the one level of proposed below-grade department store and existing department store of Sears), which would include approximately 1,671 parking spaces for both the retail and residential uses (more parking details are provided below)(see Figure III-5).

The exterior of the complex would emulate a traditional Contemporary style, with its use of building components and other compositional elements and materials commensurate with this architectural style. The architectural style provides multi-faceted massing, roof forms, fenestration, and other architectural elements consistent with the architecture in the area. Open space on Site I would be a large component of the Project with 50,033 sq. ft., which is proposed to include common open space for use by all the residents at grade (or 1st story), at the 2nd story, and at the 4th story. In addition, there would be open space available to the public at the at grade plaza on Santa Monica Boulevard.

Site II

Site II currently consists of surface parking lot with 13 stalls and a temporary trailer currently used by the "Hollywood Work Force", a day labor center. The Project Applicant proposes a 4-story residential structure accommodating 24 residential apartment units, with a maximum height of 45-feet. Parking would be provided in a below-grade parking garage with 54 stalls. The parking garage would be accessible from Virginia Avenue. Proposed open space totals approximately 3,790 sq. ft. on Site II. The architectural design is not yet finalized but would emulate the style of the existing surrounding residential neighborhood.

Site III

Site III is currently a surface parking lot with 52 stalls. A residential building with 38 apartment units is proposed on this site. The structure would have a maximum height of 45-feet in 4-stories. Parking would be provided in a below-grade parking garage containing 86 stalls. Open space totals approximately 5,610

sq. ft. The architectural design for the residential structure has not yet been finalized but would emulate the style of the existing surrounding residential neighborhood.

Parking

All the required parking will be provided in enclosed subterranean garages below each site. The Project's parking is based on the combination of multiple parking requirements. The proposed uses are subject to the parking requirements of the Los Angeles Municipal Code (L.A.M.C.) for retail and residential uses. A total of 1,282 spaces would be required by L.A.M.C. and the Applicant is proposing 1,811 spaces.

Residential Parking Uses

The Proposed Project will include 844 residential parking spaces for Site I, 54 parking spaces for Site II, and 86 parking spaces for Site III for a total of 984 residential parking spaces. The Project would include three levels of subterranean parking under Site I and two to three levels of subterranean parking below Site II and Site III. Vehicular entrance to/from the residential portion of the Project Site I would be from Virginia Avenue as well as from Project Site II and III. There would also be subterranean parking for Sites II and III.

Of the 984 parking spaces, 583 are required for Site I, 36 parking spaces are required for Site II, and 60 parking spaces are required for Site III, for a total of 679 required parking spaces for the residential portion of the Project. The Project Applicant proposes to provide a total of 984 parking spaces for the residential portion of the Project (for a total of 305 parking spaces over the required parking).

Retail Parking Uses

The L.A.M.C. (Section 12.21 A.4. (x)(3)) requires 2.0 parking spaces per 1,000 sq. ft. of retail or office space for the neighborhood retail, which would be provided. The project is required by code to provide 528 spaces for the new proposed retail plus 75 spaces for the existing Sears for a total of 603. The Project Applicant is proposing to provide the required 603 retail parking spaces for the retail portion of the Proposed project. The Project Applicant proposes to relocate the 75 parking spaces for the existing 3-story (above grade) retail department store building currently occupied by Sears within the subterranean parking.

Additional Non-Required Parking Provided

The Project Applicant proposes to provide 224 additional non-required parking spaces. These additional non-required parking spaces will be located within the proposed subterranean parking garage on Site I.

C. ALTERNATIVES

This Draft EIR considers a range of alternatives to the Proposed Project to provide informed decision-making in accordance with Section 151216(f) of the CEQA Guidelines. The alternatives analyzed in this Draft EIR include: 1) No Build/No Project Alternative and Code Compliant Project/No Project Alternative, 2) Alternative Site Plan Without Linoleum City Parcel Alternative, 3) Office/Retail Alternative, 4) Studio/Retail Alternative, 5) Residential, Reduced Retail Alternative, and 6) Alternative Site Plan with Residential and Reduced Retail Development (Without Linoleum City Parcel) Alternative.

Alternative A: No Build/No Project and Code Compliant Project/No Project

Under the No Build variation of the No Project Alternative, the Proposed Project would not be constructed and the six retail single-story buildings (including the Linoleum City Parcel) and the 3-story (above grade) retail department store building (currently occupied by Sears), totaling approximately 161,550 square feet, would continue to occupy the Project Site and would be operational. The analysis of the No Build/No Project Alternative assumes the continuation of existing conditions, as well as development of the related projects described in Section II.B (Related Projects). The potential environmental impacts associated with the No Build variation of the No Project Alternative are described below and are compared to the potential environmental impacts associated with the Proposed Project.

Under the Code Compliant Project variation of the No Project Alternative, it is possible that disapproval of the Proposed Project could eventually result in development of another project in accordance with the requirements of the current Community Plan and existing C4 and R4 zoning on Site I of the Project Site. As such, this variation of the No Project Alternative assumes that the Project Site is developed in conformance with the current land use regulations and does not include the Linoleum City parcel. Under the Code Compliant scenario, feasible development of Site I, approximately 4.9 acres, would involve the construction of a residential complex. It is reasonable to assume that the 3-story (above grade) retail department store building that is currently leased to Sears would remain as a retail use in the foreseeable future on-site as retail. Based on the remaining size of Site I, a maximum of 351 multi-family units with 865 parking spaces (including 75 spaces for the retail department store building), per the Advisory Agency Standard for Condominiums standard of 2.25 spaces per unit, could be provided under the R4 zone. Under this scenario, it is assumed that Sites II and III would be built as residential with the maximum number of units permitted, which includes 24 units and 54 parking spaces for Site II and 38 units and 86 parking spaces for Site III. Therefore, the total number of units that could be provided under the R4 zone for all three sites would be 413 units with 1,005 parking spaces. The maximum height allowed under the C4 and R4 zone is 45-feet. This scenario may not include the vacation of the entire alley. The potential environmental impacts associated with the Code Compliant Project variation of the No Project Alternative are described below and are compared to the potential environmental impacts associated with the Proposed Project.

Alternative B: Alternative Site Plan (Without Linoleum City Parcel)

The Project Applicant does not currently own the Linoleum City Parcel. The Project Applicant and the Linoleum City Parcel owner have been in negotiations for several months for parcel acquisition by the Project Applicant. At the time of publication of this Draft EIR, there is no certainty that Linoleum City will be acquired. In the event that Linoleum City Parcel can be acquired, the Project Applicant will move forward with the Proposed Project (as described in Section III of this Draft EIR). If the Linoleum City Parcel cannot be acquired, Alternative B will be replaced as the Proposed Project. Alternative B proposes a mixed use project in which the Project would be built around the Linoleum City Parcel and would reduce the proposed development as described in Section III, Project Description, of this Draft EIR, by approximately 24,000 square feet of retail space. Though the Linoleum City Parcel totals 20,020 sq. ft. (and the building is approximately 16,000 sq. ft.), the Project under Alternative B assumes approximately 24,000 sq. ft. less retail development for a conservative analysis. The Linoleum City building would not be demolished and would remain in its current existing condition. Alternative B addresses an altered site development condition on Site I only.

Since the Linoleum City building (approximately 16,000 sq. ft.) would not be demolished and would remain in its current existing condition. The remaining existing retail space on Site I, totaling 27,410 square feet, would be demolished which includes some ancillary structures to the existing 3-story (above retail) department store building. The total new construction to be built under this Alternative would be approximately 239,721 sq. ft. which is approximately 24,000 sq. ft. less than the Proposed Project's 263,780 sq. ft. Further, the approximately 114,120 sq. ft.[3] square foot existing 3-story (above grade) retail department store building would not be demolished and would continue to be used as retail like it would under the Proposed Project or converted to residential. As compared to the Proposed Project's retail total of 377,900 sq. ft. The overall size of the Project retail under this Alternative would be reduced by approximately 24,000 square feet of retail space and would total approximately 353,841 sq. ft (which is approximately 24,000 sq. ft. less than the Proposed Project).

In addition, this Alternative would include construction of 375 multi-family residential units on Site I, which is the same as the Proposed Project's 375 multi-family residential units for Site I. Since this Alternative would include less retail space, the total number of parking spaces would be reduced to approximately 1,551 spaces on Site I, which are about 120 spaces less than the Proposed Project's 1,671 parking spaces. Like the Proposed Project, the parking spaces on Site I would be provided in a below grade structure. Without the Linoleum City Parcel, the Project including the underground parking structure would have to be designed around that parcel. A variation of the alley vacations would be provided to allow rear access to the Linoleum City parcel. Therefore, this Alternative would not result in greater development than the Proposed Project.

---

[3] *The existing 3-story (above grade) department store building currently occupied by Sears totals approximately 124,120 sq. ft. with the ancillary structures. It is proposed that those ancillary structures, totaling approximately 10,000 sq.ft. would be demolished and the remaining structure would total approximately 114,120, sq.ft.*

The height of the structure would be the same as the Proposed Project with a maximum height of approximately 94 feet of occupied space (up to approximately 113 feet, including 19 feet of unoccupied architectural features). Like the Proposed Project, a pedestrian plaza would be provided along Santa Monica Boulevard would be provided under this Alternative, as would a paseo between Santa Monica Boulevard and Virginia Avenue. The difference between the Proposed Project and this Alternative regarding the pedestrian plaza is the placement and size. Under the Proposed Project, the pedestrian plaza would be located in the general vicinity of the Linoleum City Parcel and under this Alternative the plaza would be located further east closer to the existing 3-story (above grade) retail department store building. Also, the plaza under this Alternative would not include a water fountain feature and the plaza size would be smaller. Though this Alternative would include a paseo connecting the plaza to Virginia Avenue like the Proposed Project, the paseo would be smaller and the area in which the paseo is accessed on Virginia Avenue would not be as large and open as the one under the Proposed Project. The proposed roof-top garden on top of the 3-story (above grade) department store building may not be provided under this Alternative, however, if provided, the garden may be smaller than under the Proposed Project. Access to this site would be the same as the Proposed Project with ingress/egress driveways on Wilton Place, Virginia Avenue and St. Andrews Place.

The open space areas under the Proposed Project would be provided under this Alternative with a smaller pedestrian public plaza on Santa Monica Boulevard. Further, a paseo connecting the plaza to Virginia Avenue would also be provided. Also, the proposed roof-top garden on top of the 3-story (above grade) department store building would be provided under this Alternative.

Site development conditions would remain the same for Sites II and II and no further analysis is necessary. Site II would include 24 multi-family units with 54 spaces below grade parking spaces and Site III would include 38 multi-family units with 86 below grade parking spaces. Access to the 62 residential units for Sites II and III would be on Virginia Avenue. These residential structures would be 45-feet and four stories high.

Alternative C: Office/Retail Alternative (With Linoleum City Parcel)

Alternative C would include demolition of existing retail space of approximately 47,430 square feet and continued use of the existing 3-story (above grade) department store building, approximately 114,120 square feet, as retail. This Alternative would include construction of new retail space on Site I of approximately 263,780 square feet that would be incorporated with the existing 3-story (above grade) retail department store building, 114,120 square feet, and a total of 377,900 square feet of retail space would be provided. In addition, this Alternative would include construction of 397,870 square feet of office space, which is equivalent to the Proposed Project's residential square footage. Parking on Site I would include 1,399 spaces. Site II would include 24 residential units with 54 parking spaces and Site III would include development of 38 residential units and 86 parking spaces. This Alternative would include a total of approximately 1,539 parking spaces. Therefore, this Alternative would not result in greater development than the Proposed Project.

On Site I, this Alternative would include a podium of 2-stories of retail space. There would be no pedestrian plaza along Santa Monica Boulevard and there would not be a paseo linking Santa Monica Boulevard and Virginia Avenue. This Alternative would include an additional one level of below grade retail space. The office space would be placed in additional 6-stories above the 2-story retail podium, providing a maximum height of 8-stories for the entire development on Site I. The floor to ceiling height for retail/commercial uses are typically greater than for residential uses; therefore, the actual height would be approximately 18 feet taller with a height of approximately 131 feet above grade. Parking would be provided in a below grade parking structure and access would be similar to the Proposed Project with driveways on Wilton Place, Virginia Avenue and St. Andrews Place. For Sites II and III, residential would be constructed similar to the Proposed Project with 24 units on Site II and 38 units on Site III. Parking for Sites II and III would be the same as the Proposed Project and access would be provided on Virginia Avenue. These structures would be 45-feet tall.

Alternative D: Studio/Retail Alternative (With Linoleum City Parcel)

Alternative D would include demolition of existing retail space of approximately 47,430 square feet and re-use and rehabilitation of the existing 3-story (above grade) department store building, approximately 114,120 square feet. This Alternative would include construction of new retail space on Site I of approximately 263,780 square feet that would be incorporated with the existing 3-story (above grade) retail department store building, 114,120 square feet, and a total of 377,900 square feet of retail space would be provided. In addition, this Alternative would include construction of 397,870 square feet of studio space for movie and television production, which is equivalent to the Proposed Project's residential square footage. Parking for Site I would include approximately 1,399 spaces. This Alternative would include residential development on Sites II and III. On Site II, approximately 24 units with 54 parking spaces and on Site III, approximately 38 units with 86 parking spaces. Total parking under this Alternative would include 1,539 parking spaces. Therefore, this Alternative would not result in greater development than the Proposed Project.

The retail would be placed in two stories above grade with one level below, similar to the Proposed Project on Site I. However, due to the production needs of a studio space, the floor-to-ceiling height requirement would be greater for studio use than office space. The overall height requirement could be as much as twice an office space from floor-to-ceiling. Consequently, the height of the building would be estimated at 135 feet, which is greater than the Proposed Project's approximate height of 113 feet, representing a 22 foot difference. Further, this Alternative would not include a pedestrian plaza or a paseo providing pedestrian passage from Santa Monica Boulevard to Virginia Avenue. The area would be used as building/structure to house the space for the proposed uses. Parking would be provided in a below grade parking structure and access would be similar to the Proposed Project with driveways on Wilton Place, Virginia Avenue and St. Andrews Place. For Sites II and III, residential would be constructed similar to the Proposed Project with 24 units on Site II and 38 units on Site III. Parking would be the same as the Proposed Project and access would be provided on Virginia Avenue. The structures on Sites II and III would be 45-feet tall.

Alternative E: Residential, Less Retail Alternative (With Linoleum City Parcel)

Alternative E would include demolition of existing retail space of approximately 47,430 square feet and use of the existing 3-story (above grade) department store building, approximately 114,120 square feet as retail and construction of 599 multi-family residential units on Site I. Also, an addition of 33,000 square feet of retail space would be constructed on Site I; thus a total of 147,120 square feet of retail space would be provided on Site I under Alternative E. The parking required for Site I would be approximately 1,488 spaces which includes 75 spaces for the department store provided in a below grade structure. Sites II and III would be developed with 62 multi-family residential units, 24 units and 54 spaces on Site II, and 38 units and 86 spaces on Site III. The total number of parking spaces provided would be 1,628 spaces. This Alternative would not include a pedestrian plaza or a paseo linking Santa Monica Boulevard and Virginia Avenue. The retail would be located along Santa Monica Boulevard. Further, no roof garden would be provided; however, some landscaped open space areas would be provided per code requirements..

The height of the structure would be the same as the Proposed Project with a maximum height of 113 feet for an architectural feature and up to 94 feet of occupied space. Access to Site I would be the same as the Proposed Project with driveways on Wilton Place, Virginia Avenue and St. Andrews Place. For Sites II and III, parking would be the same as the Proposed Project and access would be provided on Virginia Avenue. The structures would be 45-feet and four stories high.

Alternative F: Residential, Less Retail Alternative (Without Linoleum City Parcel)

Alternative F would include demolition of existing retail space of approximately 27,410 square feet and retain the existing 3-story (above grade) department store building, approximately 114,120 square feet, as retail. New construction on Site I would include 599 residential units and 23,400 square feet of neighborhood serving retail along Santa Monica Boulevard in addition to the 114,120 square foot existing 3-story retail department store building**.** Therefore, the total retail provided under Alternative E would be 137,520 square feet. The parking required for Site I would be approximately 1,469 spaces which includes 75 spaces for the 3-story (above grade) retail department store provided in a below grade structure. Site II would be developed with 24 residential units and 54 underground parking spaces. Site III would 38 residential units with 86 underground parking spaces. The total parking provided under Alternative F would be approximately 1,609 parking spaces. This Alternative does not include the approximately 20,020 square foot Linoleum City Parcel on Site 1. This Alternative would involve a vacation of all or part of the existing alleys. Also, this Alternative does not include a pedestrian plaza or a paseo linking Santa Monica Boulevard and Virginia Avenue.

The maximum height of the structure on Site I would be approximately 94 feet which would be approximately the same height as the occupied areas of the Proposed Project and would include the architectural feature of the Proposed Project that would rise another 19 feet above the occupied space for height maximum of 113 feet. Access to Site I would be the same as the Proposed Project with driveways on Wilton Place, Virginia Avenue and St. Andrews Place. For Sites II and III, parking would be the same

as the Proposed Project and access would be provided on Virginia Avenue. The structures on Site II and III would be 45-feet and four stories high.

D. AREAS OF CONTROVERSY

Concerns raised in letters submitted to the City of Los Angeles Planning Department in response to the NOP include: 1) traffic congestion; 2) on- and off-street parking; 3) additional stormwater runoff; 4) security; 5) construction impacts to the business community; 6) proposed density and zone change; and 7) impacts to schools.

E. ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Summary of Environmental Impacts and Mitigation Measures

Set forth below is a summary of the various environmental impacts associated with the construction and operation of the Proposed Project. Mitigation measures are proposed for significant environmental impacts, and the level of impact significance after mitigation is also identified.

Aesthetics

1. Visual Resources

The Project Site is located in the Hollywood area of the City of Los Angeles. There are no dominant physical features of the Project Site or immediate Project vicinity. There are no surface water features in the immediate area or open spaces such as parks or mountains. The neighborhood is within the flat areas of the Los Angeles Basin and the Santa Monica Mountains (Hollywood Hills) are approximately one to one and a half miles to the north.

The visual character or image of the Project Site neighborhood is defined by residential structures, most 2-story apartment buildings built approximately in the 1920s through 1940s. Commercial/retail buildings are primarily located along Santa Monica Boulevard, Western Avenue and partially along St. Andrews Place and Wilton Place, all of which were most likely constructed during the same time period as the residential structures (including the Project Site buildings). The buildings are mostly 2-story residential structures and single story to 4-story commercial structures along Santa Monica Boulevard which conform to a common setback. All of the Project Site buildings are single-story with the exception of the Sears building, which is approximately 3-stories above grade in height, with one story below grade and a parapet wall surrounding the roof.

The Project Site would be altered with implementation of the Proposed Project. The most notable visual change would be the replacement of the six single-story commercial/retail buildings on Site I with one large mixed-use structure with 8-stories above grade and one level of below grade retail and 3 levels of below

grade parking, one with commercial/retail space level. The existing 4-story (3 above grade, 1 below grade) department store building currently occupied by Sears would remain. On Site II and Site III, a temporary trailer and surface parking lots would be replaced with a 4-story residential building on each site. In addition, all 18 trees on the Project Site would be removed. The Proposed Project would include a landscape plan that would include trees, shrubs, grass and hardscape patios, courtyards and planters.

Though the Project Site I buildings contribute to areas grouping of commercial/retail buildings, the surrounding area would continue to possess a significant concentration of buildings united aesthetically by their architecture and style. Therefore, demolition of these buildings would not significantly diminish the valued visual character or image of the neighborhood, and the impact of eliminating the Project Site buildings from the neighborhood would be less than significant.

Since the Project Site is located in an urban area, there is no concern regarding the placement of the proposed mixed-use complex and residential structures within a natural or open space area. Therefore, the Project impact on grading of natural open space areas and placement of the proposed structure within open space areas is not significant.

The Proposed Project would encompass elements and features of surrounding architecture and would complement and enhance the areas aesthetic value and image. Therefore, the Proposed Project would be consistent with the design of existing buildings within the area. Further, the six single-story Site I Project buildings are in need of update and repair and contribute to an image of dilapidation and deterioration of the neighborhood. It is possible that potential significant impacts may occur from project implementation due to graffiti and accumulation of rubbish and debris along the wall(s) adjacent to public rights-of-way. However, this potential impact would be mitigated with recommended Mitigation Measures B.1-6 and B.1-7. Implementation of the Proposed Project would improve the aesthetic image and value of the neighborhood with a new, modern complex while evoking architectural style and elements of the area. Project impacts to the area's aesthetic value and image would be less than significant.

There are no known applicable design guidelines or criteria for multiple family residential developments under the Hollywood Redevelopment Plan. According to the Hollywood Community Plan, there is no Community Design Overlay for the Project Site and immediate area. Consequently, there are no corresponding design guidelines specifically oriented to the project neighborhood. Therefore, no impacts would occur to Applicable Guidelines and Regulations pertaining to design.

The prominent natural visual features in the Project area are the Santa Monica Mountains (Hollywood Hills), located approximately one mile to one and a half miles north of the Project Site. The Project Site is located in a highly urbanized area with no natural features on site or in the immediate area that would be considered prominent.

The Proposed Project Site I complex could be potentially visible from the 101 Freeway and Western Avenue (both approximately two blocks east of the Project Site) to the east and possibly from other streets such as Bronson Avenue to the west (approximately two blocks west of the Project Site). These views would not obstruct, totally block, partially interrupt or create a minor diminishment of a valued public view

or provide a visual element that would considerably deter from a valued public view as there are no valued public views looking east and west. Therefore, the impact on the public view looking east and west would be less than significant.

Though Project implementation would create a minor diminishment in the valued view of the Santa Monica Mountains, existing views are limited and intermittent and views of the mountains can be afforded in many other locations. Therefore, the impact on the view of the mountains looking north would be less than significant.

None of the streets surrounding the Project Site are designated scenic highways or roadways. Therefore, the Project impact on a designated scenic highway is less than significant.

Views of the Santa Monica Mountains as seen from Santa Monica Boulevard are mostly blocked by existing Project Site buildings. The mountains can be viewed at one location along Site I of the Project Site, however, its brief for motorists who are focused on an east or west orientation. Though project implementation would create a minor diminishment in this valued view (of the Santa Monica Mountains), views are limited and intermittent and views of the mountains can be afforded in many other locations. Therefore, the impact on the view of the mountains from a public roadway looking north would be less than significant.

Implementation of the Proposed Project at Sites II and III would not obstruct or totally block existing views of the Santa Monica Mountains (Hollywood Hills) as viewed along St. Andrews Place. The existing view is partially interrupted by trees lining the street, intervening topography, and buildings which limit the views of the mountains afforded for motorists on St. Andrews Place traveling north. Therefore, the impact of the Proposed Project on this valued view from St Andrews Place would be less than significant. For motorists along Wilton Place, the Project Site buildings (Sites I, II and III) do not block existing views due to the proposed location of the structures, which would be to the east and views of the mountains are afforded to the north. Due to the project location, these views would not be blocked, partially interrupted or diminished by the Proposed Project. Views of the mountains from this public roadway would not be affected by Project implementation, and impacts would be less than significant.

Mitigation Measures

Recommended

Although project impacts to the visual character of the site and surrounding area would be less than significant, the following mitigation measures are recommended to ensure these impacts would be reduced to less than significant levels:

B.1-1 All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the decision maker.

B.1-2 Prior to the issuance of a grading permit or building permit, a plot plan prepared by a reputable tree expert, indicating the location, size, type, and condition of all existing trees on the site shall be submitted to the City of Los Angeles Department of Planning and the Street Tree Division of the Bureau of Street Services. The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible.

B.1-3 Any trees removed during project implementation shall be replaced by a minimum of 24-inch box trees in the parkway and on the site, on a 1:1 basis, to the satisfaction of the Street Tree Division of the Bureau of Street Services and the decision maker.

B.1-4 Removal of trees in the public right-of-way shall first require approval from the Board of Public Works. All trees in the public right-of-way shall be provided per the current Street Tree Division standards.

B.1-5 The genus or genera of the tree(s) shall provide a minimum crown of 30 – 50 feet.

Project impacts may be potentially significant due to graffiti and accumulation of rubbish and debris along wall(s) adjacent to public rights-of-way. However, this potential impact would be mitigated to less than significant with implementation of the following recommended mitigation measures:

B.1-6 Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from graffiti, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.

B.1-7 The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a public street or alley, pursuant to Municipal Code Section 91.8104.15.

Level of Significance after Mitigation

The project would not significantly diminish the valued visual character or image of the neighborhood and does not involve grading or removal of natural open space areas. Potentially significant impacts related to graffiti and accumulation of rubbish and debris along public rights-of-way would be less than significant with implementation of recommended Mitigation Measures B.1-6 and B.1-7. Project impacts relative to blockage, partial interruption or minor diminishment of existing valued public views of natural features such as the Santa Monica Mountains would be less than significant.

2. Shade and Shadow

Winter Shadows

The sun angle during the winter solstice is responsible for casting the longest shadows of the year, with peak shadows occurring shortly after sunrise and before sunset. West of the Project Site, there is a single-story commercial/retail building and two 2-story residential structures fronting Wilton Place. Since these land uses are located west of the Project Site, they will receive morning shadows as shown on Figure IV.B-3. By noon the shadows shift in a northerly direction and are shorter in length and partially cover only Virginia Avenue. As shown in Figure IV.B-4, the noontime shadows do not encroach on any off-site shadow-sensitive land uses. As shown in Figure IV.B-5, by 3:00 PM the shadows shift in a northeasterly direction,

covering parts of Virginia Avenue and the sidewalk on the north side of the street and possible very little frontage of residential structures. Given that the shadow is cast towards the end of the day, it is not expected that the shadow would last more than 3 hours and shadows from Site I would not result in a significant impact. The shadow also stretches across most of St. Andrews Place and some sidewalk on the east side of the street, however, no off-site shadow sensitive use would be shaded. Consequently, winter shadow impacts to shadow-sensitive land uses across Virginia (Site III residential building) would be less than significant. Therefore, winter shadow impacts from Site I to surrounding land uses would be less than significant.

Summer Shadows

Summer shadows from the Project Site would primarily be cast to the east and west. As shown in Figure IV.B-6, at 9:00AM, shadows would cast towards the west, shading Wilton Place and partially the sidewalk and parking area of the commercial buildings across the street from the Project Site. As shown in Figure IV.B-7, at midday (noon), shadows to the north would be very short and would not encroach on any off-site shadow-sensitive land uses. As shown on Figure IV.B-8, at 3:00PM, the shadows begin to shift eastward, but continue to be short and do not encroach on any off-site shadow-sensitive land uses. As shown on Figure IV.B-9, at 5:00PM, the shadows become more elongated and stretch across St. Andrews Place and cover the sidewalk on the easterly side of the street. The shadows may cover parts of the existing commercial buildings frontage on St. Andrews Place as well as the Project Site's Site III residential building. However, given that the shadows are cast towards the end of the day light hours, the shadows would not last longer than four hours and shadows from Site I would not result in a significant impact. Consequently, summer shadow impacts to this shadow-sensitive land use (Site III residential building) would be less than significant. Therefore, summer shadow impacts from Site I to surrounding land uses would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Overall, shadows cast onto adjacent shadow-sensitive land uses would only be of short duration (less than three hours in winter and less than four hours in summer), therefore shade and shadow impacts from the Proposed Project would be less than significant.

3. Illumination/Glare

Though Site I currently contains existing structures and surface parking areas lit at night, implementation of the Proposed Project would create additional sources of illumination on the Project Site, as the site would be built with more structures including a mix of retail, office and residential uses intensifying the uses currently on-site. In addition, uses on Sites II and III would also intensify from surface parking areas (containing light standards) with residential structures that would illuminate with additional lighting. Though the Proposed

Project would increase ambient light levels on the Project Site and in the vicinity, the increase would be considered nominal, as the area is located in an urbanized location that is already illuminated at night. The streets are illuminated with lights and surrounding buildings emanate light with residential lighting and sources of artificial light from security lighting, as well as from automobiles. Consequently, the change in levels of ambient illumination as a result of Project implementation would be less than significant. In addition to increasing the ambient "glow" presently associated with urban settings and with this part of Los Angeles, Project-related light sources would likely spill over onto and potentially illuminate, off-site vantages, including adjacent streets and land uses. However, this spill is considered insignificant as the area is already illuminated with nighttime lighting sources. In addition, Mitigation Measure B.3-2 is recommended to ensure that spillover lighting does not cause a significant impact. Therefore, Project lighting affecting adjacent light-sensitive areas would be less than significant.

Building surfaces or glass windows have the potential to create glare, particularly during the early morning and later afternoon time periods. The Proposed Project would not include exterior materials that would create glare impacts. Compliance with the Los Angeles Municipal Code's reflective materials design standards (City Municipal Code Lighting Regulations, Chapter 9, Article 3, Section 93.0117), which limits reflective surface areas and the reflectivity of architectural materials used, would reduce any adverse impact from window glass glare. Implementation of the Project would therefore not produce glare which would create a visual nuisance, a hazard or result in differential warming of adjacent residential properties. The Project impact with regard to glare would be less than significant.

Mitigation Measures

Code Required

B.3-1 The Proposed Project (and related projects) are subject to the City of Los Angeles Zoning Code, Lighting Regulations, Chapter 9, Article 3, Section 93.0117, and will follow regulations which limit reflective surface areas and the reflectivity of architectural materials used.

B.3-2 Outdoor lighting shall be designed and installed with shielding, so that the light source cannot be seen from adjacent residential properties.

No other mitigation measures are required.

Level of Significance After Mitigation

Project implementation would result in less than significant impacts related to artificial light and glare.

Air Quality

Consistency with the 2003 Air Quality Management Plan

The 2003 AQMP was prepared to accommodate growth, to reduce the high levels of pollutants within the areas under the jurisdiction of SCAQMD, to return clean air to the region, and to minimize the impact of pollution control on the economy. Projects that are considered to be consistent with the AQMP would not

interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Therefore, projects, uses, and activities that are consistent with the applicable assumptions used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP, even if they exceed the SCAQMD's recommended daily emissions thresholds.

Projects that are consistent with the projections of employment and population forecasts identified in the Growth Management Chapter of the RCPG are considered consistent with the AQMP growth projections, since the Growth Management Chapter forms the basis of the land use and transportation control portions of the AQMP.

As discussed in Section IV.J. Population and Housing, SCAG estimates that population within the City of Los Angeles will increase from 3,694,820 persons in 2000 to 4,090,125 persons by 2020. According to projections in the SCAG Regional Transportation Plan (RTP), the permanent residential population in the Hollywood Community Plan area was 224,296 in 2005, and is projected to increase to 232,743 by 2010. Section IV.J Population and Housing concludes that implementation of the Proposed Project would not directly or indirectly induce substantial population or employment growth beyond current growth projections for the Hollywood area. Because, the Proposed Project would be consistent with the regional populations forecasts for the City of Los Angeles and the Hollywood area, and it would not jeopardize attainment of State and national ambient air quality standards in the Basin and the Los Angeles County portion of the Basin.

Another measurement tool in determining consistency with the AQMP is to determine how a project accommodates the expected increase in population or employment. Generally, if a project is planned in a way that results in the minimization of vehicle miles traveled (VMT) both within the project site and the community in which it is located, thus minimizing air pollutant emissions, that aspect of the project is consistent with the AQMP.

The Proposed Project Site is located in a highly urbanized area of the City of Los Angeles, which provides several modes of public transit service. The site is located within walking distance of public transit services, employment, and shopping sites for Project residents and the proposed retail use would be within walking distance of existing residents in the local vicinity. This type of infill development is consistent with the goals of the AQMP for reducing the emissions associated with new development.

Based on this information, the Proposed Project would not jeopardize attainment of air quality standards in the 2003 AQMP for the Basin and the Los Angeles County portion of the Basin, and this impact would be less than significant.

Construction Period Emissions – Daily Emissions of CO, VOC, NOx, SOx, and PM_{10}

During construction, three basic types of activities would be expected to occur and generate emissions. First, the existing structures would be demolished and the surface parking lots would be removed. Second, the development sites would be prepared, excavated, and graded to accommodate the

subterranean parking structures and building foundations. Finally, the new parking structures and buildings would be constructed and readied for use.

The analysis of daily construction emissions has been prepared utilizing the URBEMIS 2002 computer model recommended by the SCAQMD. Due to the construction time frame and the normal day-to-day variability in construction activities, it is difficult, if not impossible to precisely quantify the daily emissions associated with each phase of the proposed construction activities. Nonetheless, Section IV.C, Air Quality, Table IV.C-5 identifies daily emissions that are estimated to occur on peak construction days.

As shown, construction-related daily emissions would exceed SCAQMD significance thresholds for NOx, CO, and PM_{10} during the site grading and excavation phase, and VOC and NOx during the building construction phase. Therefore, this impact would be significant.

Operational Emissions – Daily Emissions of CO, VOC, NOx, SOx, and PM_{10}

Operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities on the Project Site after occupation. Stationary area source emissions would be generated by the consumption of natural gas for space and water heating devices and cooking appliances, the operation of landscape maintenance equipment, the use of consumer products, and the application of architectural coatings (paints). Mobile emissions would be generated by the motor vehicles traveling to and from the Project Site.

The analysis of daily operational emissions has been prepared utilizing the URBEMIS 2002 computer model recommended by the SCAQMD. The results of these calculations are presented in Section IV.C, Air Quality, Table IV.C-6. As shown, the Proposed Project would generate a net increase in average daily emissions that exceed the thresholds of significance for VOC recommended by the SCAQMD. This is a significant impact.

Operational Emissions – Localized CO Concentrations

The localized CO concentration impacts associated with the Proposed Project have been evaluated with the addition of traffic growth associated with cumulative development.

As was done to assess existing CO concentrations, the simplified CALINE4 screening procedure was used to predict future CO concentrations at the study-area intersections in the vicinity of the project site in the year 2010 with cumulative development. The results of these calculations are provided in Section IV.C, Air Quality Table IV.C-7.

As shown, future CO concentrations near these intersections would not exceed the national and State ambient air quality standards for CO. Therefore, implementation of the Proposed Project and cumulative development would not expose any possible sensitive receptors (such as residential uses, schools, hospitals) located in close proximity to these intersections to substantial localized pollutant concentrations. This would be a less-than-significant impact regarding the exposure of sensitive receptors to substantial pollutant concentrations.

Operational Emissions – Toxic Air Contaminants

Diesel particulate emissions, a known toxic air contaminant, would occur from trucks picking up garbage and recyclable materials, and making deliveries to the Project Site. To address diesel particulate emissions, statewide programs and regulations are presently being developed and implemented by the ARB and U.S. EPA to reduce the risks of exposure to diesel exhaust. These programs include emission control requirements along with subsidies for upgrading older diesel engines to low-emissions models. In light of the available information, the effects of the toxic emissions from future vehicle operations at the project site are not expected to be substantial.

Toxic or carcinogenic air pollutants are not expected to occur in any meaningful amounts in conjunction with operation of the proposed land uses at the Project Site. Only small quantities of common forms of hazardous or toxic substances, such as cleaning agents, which are typically used or stored in conjunction with residential and educational uses, would be present. Most uses of such substances would occur indoors. Based on the common uses expected on the site, any emission would be minor.

This would be a less-than-significant impact regarding the exposure sensitive receptors to substantial pollutant concentrations.

Operational Emissions – Airborne Odors

The occurrence and severity of potential odor impacts depends on numerous factors. The nature, frequency, and intensity of the source, the wind speeds and direction, and the sensitivity of the receiving location each contribute to the intensity of the impact. While offensive odors rarely cause any physical harm, they can be unpleasant and cause distress among the public and generate citizen complaints.

Odors are typically associated with the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes. The Proposed Project would include residential and commercial uses, and would not contain any of the above-listed odor producing uses. Instead potential operational airborne odors could result from cooking activities associated with the new residential units and restaurants. These odors would be minimal, if at all noticeable; would be similar to existing residential and commercial uses in the local vicinity and would be confined to the immediate vicinity of the new buildings. Therefore, implementation of the Proposed Project is not expected to create objectionable odors affecting a substantial number of people. This is a less-than-significant impact.

Cumulative Impacts

Because the Basin is currently in nonattainment for ozone, CO, and PM_{10}, related projects could exceed an air quality standard or contribute a substantial increase to an existing or projected air quality exceedance. With regard to cumulative air quality impacts, the SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess these emissions. Instead, the SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project specific impacts. As discussed previously, construction related daily emissions would

exceed SCAQMD significance thresholds for NOx, CO, and PM_{10} during the site grading and excavation phase, and VOC and NOx during the building construction phase. Therefore, the emissions generated by Project construction would be cumulatively considerable and significant. Operation of the Proposed Project would also generate operational emissions of VOC that exceed the SCAQMD's recommended thresholds. These emissions would, therefore, also be cumulatively considerable and significant.

Mitigation Measures

The following measures are recommended to reduce the potential emissions associated with construction activities to the maximum extent feasible.

C-1 The Applicant shall implement measures to reduce the emissions of pollutants generated by heavy-duty diesel-powered equipment operating at the Project Site throughout the Project construction phases. The Applicant shall include in construction contracts the control measures required and recommended by the SCAQMD at the time of development. Examples of the types of measures currently required and recommended include the following:

- Keep all construction equipment in proper tune in accordance with manufacturer's specifications.
- Use late model heavy-duty diesel-powered equipment at the project site to the extent that it is readily available in the South Coast Air Basin (meaning that it does not have to be imported from another air basin and that the procurement of the equipment would not cause a delay in construction activities of more than two weeks).
- Use diesel-powered equipment that has been retrofitted with after-treatment products (e.g., engine catalysts or cooled exhaust gas recirculation technology) to the extent that it is readily available in the South Coast Air Basin (meaning that it does not have to be imported from another air basin and that the procurement of the equipment would not cause a delay in construction activities of more than two weeks).
- Use low-emission diesel fuel for all heavy-duty diesel-powered equipment operating and refueling at the project site to the extent that it is readily available and cost effective in the South Coast Air Basin (meaning that it does not have to be imported from another air basin, that the procurement of the equipment would not cause a delay in construction activities of more than two weeks, that the cost of the equipment use is not more than 20 percent greater than the cost of standard equipment). (This measure does not apply to diesel-powered trucks traveling to and from the site.)
- Utilize alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent that the equipment is readily available and cost effective in the South Coast Air Basin (meaning that it does not have to be imported from another air basin, that the procurement of the equipment would not cause a delay in construction activities of more than two weeks, that the cost of the equipment use is not more than 20 percent greater than the cost of standard equipment).

- Limit truck and equipment idling time to five minutes or less.
- Rely on the electricity infrastructure surrounding the construction sites rather than electrical generators powered by internal combustion engines to the extent feasible.

C-2 The Applicant shall implement fugitive dust control measures in accordance with SCAQMD Rule 403. The Applicant shall include in construction contracts the control measures required and recommended by the SCAQMD at the time of development. Examples of the types of measures currently required and recommended include the following:

- Use watering to control dust generation during demolition of structures or break-up of pavement.
- Water active grading/excavation sites and unpaved surfaces at least three times daily.
- Cover stockpiles with tarps or apply non-toxic chemical soil binders.
- Sweep daily (with water sweepers) all paved parking areas and staging areas.
- Provide daily clean-up of mud and dirt carried onto paved streets from the site.
- Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site.
- Install wind breaks at the windward sides of construction areas.
- Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 miles per hour over a 30-minute period or more.
- An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive fugitive dust generation.

The following measures are recommended to reduce the potential emissions associated with operational activities to the maximum extent feasible.

C-3 The Applicant shall include in construction contracts the following requirements or measures shown to be equally effective:

- Use solar or low-emission water heaters in the residential buildings.
- Provide energy-efficient natural gas heating and cooking equipment.
- Install ozone destruction catalyst on air conditioning systems, in consultation with the SCAQMD.
- Require that commercial landscapers providing services at the common areas of the Project Site use electric or battery-powered equipment, or other internal combustion equipment that is either certified by the California Air Resources Board or is three years old or less at the

time of use, to the extent that such equipment is reasonably available and competitively priced in Los Angeles County (meaning that the equipment can be easily purchased at stores in Los Angeles County and the cost of the equipment is not more than 20 percent greater than the cost of standard equipment).

Cumulative Mitigation Measures

Mitigation measures C-1, C-2, and C-3 would address the cumulative impacts associated with the Proposed Project.

Level of Significance After Mitigation

The URBEMIS 2002 computer model has calculated the emissions reduction efficiencies of the measures recommended to reduce construction-related emissions. Specifically, the model assumes that the use of low emission diesel fuel would reduce emissions of NOx by 14 percent and emissions of PM_{10} by 63 percent. The use of diesel-powered equipment that has been retrofitted with after-treatment products would reduce emissions of NOx by a further 40 percent (cooled exhaust gas recirculation) and PM_{10} emissions by 80 percent (diesel particulate filters) to 85 percent (cooled exhaust gas recirculation). These results are presented in Section IV.C, Air Quality Table, IV.C-8.

The recommended mitigation measures would reduce construction-related emissions of NOx and PM_{10}. However, the total emissions generated on peak construction days would continue to exceed the thresholds of significance recommended by the SCAQMD. Therefore, this would be a significant and unavoidable Project-specific and cumulative impact.

The recommended mitigation measures would also reduce the average daily operational emissions associated with the Proposed Project, although the actual reduction would be minimal. The use of solar or low-emission water heaters, and heating and cooking appliances would only reduce the emissions from these sources by approximately 0.5 percent. The primary source of emissions associated with the Proposed Project is motor vehicles. Although the Project is proposed to serve the local community and minimize the number of vehicle trips that would otherwise be made to other locations, no mitigation is available on a project-specific basis to reduce the number of vehicle trips to and from the Project Site and their associated emissions. The resulting average daily emissions would continue to exceed the thresholds of significance recommended by the SCAQMD. Therefore, this would be a significant and unavoidable Project-specific and cumulative impact.

Cultural Resources

Historic Resources

As stated in the Sears, Roebuck and Company Store, 5609 Santa Monica Boulevard, Historic Resources Report (the "Historic Resources Report"), prepared by Grimes Historic Preservation, dated November 23, 2005, there are no historic resources on the Project Site; therefore the Proposed Project will have no impacts on historic resources. Even if the Hollywood Sears store were considered a historic resource

subject to CEQA, which it is not, the Proposed Project would have no impact on historic resources because the proposed changes to the building are consistent with the Secretary of the Interior's Standard for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (Standards.) Projects, which may affect historical resources, are considered to be mitigated to a level of less than a significant impact, if they conform to the Standards. Projects with no other potential impacts qualify for a Class 31 exemption under CEQA if they meet the Standards. (CEQA Guidelines, Section 155331).

Archaeological Resources

Surface examination often cannot reveal whether archeological resources are present at a specific project location. However, according to the records search conducted by the South Central Coastal Information Center, there are no identified prehistoric archaeological sites, prehistoric isolates, historic archaeological sites, or historic isolates within the boundaries of the Project Site. Thus, no evidence of archeological remains on the Project Site has ever been discovered, and excavation on site and development of the Project Site is not anticipated to affect archaeological resources. However, the Project Site has been developed with at-grade land uses since 1928, and it is difficult to know what lies beneath the ground surface. Even though the records search identified no known archaeological within a 0.5-mile radius of the Project Site, since no substantial excavation has ever occurred within the Project Site, impacts to archaeological resources could occur during excavation activities for proposed subterranean parking uses. In the event that archaeological resources are encountered during Project activities (e.g., demolition, excavation, etc.) mitigation measures have been provided to mitigate potential impacts. Therefore, with implementation of the mitigation measures, impacts to archaeological resources would be reduced to less than significant.

Paleontological Resources

Surface examination often cannot reveal whether paleontological resources are present at a specific project location. However, according to the records search conducted by the Natural History Museum of Los Angeles County, no identified vertebrate fossil localities lie directly within the Project Site boundaries. Thus, no evidence of paleontological resources on the Project Site has ever been discovered, and excavation on site and development of the Project Site is not anticipated to affect paleontological resources. However, the Project Site has been developed with at-grade land uses since 1928, and it is difficult to know what may lie beneath the ground surface. The records search identified known vertebrate fossil localities from older Quaternary sediments near the Project Site. Since the Project Site contains surficial sediments consisting of similar older Quaternary sediments, and since no substantial excavation has ever occurred within the Project Site, impacts to paleontological resources could occur during excavation activities for proposed subterranean parking uses. In the event that paleontological resources are encountered during Project activities (e.g., demolition, excavation, etc.), mitigation measures have been provided to mitigate potential impacts. Therefore, with the implementation of the mitigation measures, impacts to paleontological resources would be reduced to less than significant.

Mitigation Measures

Under CEQA thresholds adopted by the City of Los Angeles, the Proposed Project would not have a significant impact on archeological or paleontological resources. However, the following measures are recommended, so, that in the unlikely event that subsurface resources are uncovered, they may be evaluated and recovered.

D-1 If an archaeological resource is encountered, construction must be diverted and a qualified archaeologist must be consulted. An archaeologist must assess significance of the exposed archaeological discovery in accordance with California Register criteria. If a significant resource is identified during construction, the State Historic Preservation Office must be consulted regarding treatment options.

D-2 Pursuant to California Health and Safety Code Section 7050.5, in the event of the discovery of a burial, human bone, or suspected human bone, construction in the area of the find shall be temporarily halted, and the Los Angeles County Coroner shall be contacted immediately. Proper legal procedures shall be followed to determine the disposition of the remains pursuant to Public Resources Code Section 5097.98. If the remains are found to be prehistoric, the Coroner will consult and coordinate with the California Native Heritage Commission as required by State law.

D-3 The Project Applicant shall identify a qualified paleontologist prior to any excavation, grading, or construction. The City of Los Angeles Planning Department shall approve the selected paleontologist prior to issuance of the grading permit. The Project paleontologist shall attend the pre-grading meeting to discuss how to recognize paleontological resources in the soil during grading activities. The prime construction contractor and any subcontractor(s) shall be cautioned on the legal and/or regulatory implications of knowingly destroying paleontological resources or removing paleontological resources from the Project Site.

D-4 If paleontological resources are encountered during the course of site development activities, work in that area shall be halted and the Project paleontologist shall be notified of the find. The Project paleontologist shall have the authority to temporarily divert or redirect grading to allow time to evaluate any exposed fossil material. "Temporarily" shall be two working days for the evaluation process.

D-5 If the Project paleontologist determines that the resource is significant, then any scientifically-significant specimens shall be properly collected by the Project paleontologist. During collecting activities, contextual stratigraphic data shall also be collected. The data will include lithologic descriptions, photographs, measured stratigraphic sections, and field notes.

D-6 Scientifically-significant specimens shall be prepared to the point of identification (not exhibition), stabilized, identified, and offered for curation to a suitable repository that has a retrievable storage system.

D-7 The Project paleontologist shall prepare a final report at the end of the earthmoving activities; the report shall include an itemized inventory of recovered fossils and appropriate stratigraphic and locality data. The Project paleontologist shall send one copy of the report to the City of Los Angeles Planning Department; another copy should accompany any fossils, along with field logs and photographs, to the designated repository.

Level of Significance After Mitigation

There are no Project impacts on historic resources. Impacts of the Proposed Project on archaeological and paleontological resources would be mitigated to less-than-significant with implementation of the identified mitigation measures.

Geology and Soils

Geologic/Seismic Hazards

Implementation of the Proposed Project would increase the density of development and the human occupancy at the site, increasing the potential for damage or injury during a major earthquake. State mandatory mitigation of ground-shaking effects is provided through enforcement of structural and nonstructural seismic design provisions defined in the Uniform Building Code (UBC). Application of these design provisions to the Proposed Project will mitigate potential effects of ground shaking to a level considered less than significant.

The preliminary soils and engineering evaluation prepared by GEOCON, April 2005, identified that there is a low potential for liquefaction occurring on site due to the underlying soil deposits.

The topography at the Proposed Project Site is relatively flat. The site is not located near any foothills or mountains, meaning that the possibility of landslides occurring on the Project Site minimal. Therefore, the potential impact associated with landslides would be less than significant.

The Proposed Project would not constitute a geologic hazard to other properties by causing or accelerating instability from erosion. Nor would the Proposed Project accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition which could not be contained or controlled on site. Earth-disturbing activities associated with construction of the Proposed Project would include removal of vegetation and excavation of approximately 300,000 cubic yards (cy) of earth. Earth-disturbing activities associated with construction would be temporary and the Proposed Project would be required to comply with Chapters 29 and 70 of the California Building Code (CBC) and SCAQMD Rule 403, to stabilize soils and prevent erosion. In addition, Best Management Practices would be implemented to further control erosion. Construction of the Proposed Project would result in less than significant impacts to soils.

Construction of the Proposed Project would require mass excavation to a depth of approximately 44 feet bgs. Local excavation and earthwork would be conducted to provide footings, foundations and subterranean walls to support the proposed building. All foundations for the Proposed Project should bear in undisturbed alluvial soils found at the proposed subterranean level. All such work would be conducted in accordance with the recommendations in the Geotechnical Report. With the implementation of the recommendations in the Geotechnical Report, impacts associated with soil stability would be less than significant.

The near-surface soils of the Proposed Project site consist primarily of fill, which will be excavated as part of project construction, while the remainder of on-site soils are interbedded, silty to clayey sand. With construction of the Proposed Project in accordance with the Los Angeles Building Code Chapter IX and the implementation of the recommendations in the Geotechnical Report, a less than significant impact associated with expansive soils would occur.

Mitigation Measures

The Report of Geotechnical Investigation for the Paseo Plaza Mixed-Use Development, 5601 Santa Monica Boulevard, Los Angeles, California found that impacts associated with geology and soils would be less than significant with incorporation of the measures provided in the report. Nonetheless, to further reduce the less-than-significant impacts with respect to geology and soils, the following mitigation measures are recommended:

E-1 The Project shall be designed in accordance with the requirements of the latest edition of the City of Los Angeles Uniform Building Code.

E-2 The Project shall comply with the recommendations listed on pages 8 through 25 in the Report of Geotechnical Investigation for the Paseo Plaza Mixed-Use Development, 5601 Santa Monica Boulevard, Los Angeles, California, (which is incorporated by reference) prepared by GEOCON Inland Empire, Inc., dated April 22, 2005.

Level of Significance After Mitigation

The Proposed Project's impacts on geology and soils would be less than significant without mitigation. The implementation of the recommended mitigation measures above would further reduce the Proposed Project's impacts.

Hazards and Hazardous Materials

Accidental Explosion or Release of Hazardous Substances

Based on the nature of the automotive service business, the length of time in operation, the types of chemicals handled on site, and storage tanks used for the various chemicals, the potential exists for underlying soils to contain hydrocarbons. Due to the staining and chemical residue around and under the sink in the x-ray development room in the 5661 Santa Monica Boulevard location, the potential exists for

the underlying soils to contain hazardous chemicals. Hydrocarbons and hazardous chemicals in soils present a potential significant impact to the environment as they can emit these pollutants into the air or surface water runoff when disturbed during construction activities. They could also leach into underground aquifers causing contamination to ground water supplies, and permanent damage to the aquifer. Soil sampling and analysis would be required to identify the presence of hydrocarbon or other hazardous chemicals in the soil. If contamination is present, the affected soils would need to be removed and disposed of according to the appropriate federal and State regulations. Once the affected soils are removed, the environmental impacts would be less than significant.

Facility Storage Tanks and Pipelines (above or below ground)

The 3-story (above grade) retail department store building contains one below grade basement level with one AST. The California Office of Environmental Information maintains an inventory of registered USTs and ASTs. The 3-story department store building was listed as containing one unknown UST. Two steel covered trenches were identified during the ESA that house piping extending from pumping equipment to the boilers.

Two subsurface structures were also identified in the basement level of the department store building. The structures were partially filled with water and are most likely associated with the sewer system. Construction plans reviewed by SECOR identified the structures as an ejector and blow off basin.

The building located at 5667 Santa Monica Boulevard (currently occupied by Sears Automotive Center) contains three ASTs, one suspected UST, and one multi-stage wastewater clarifier. One 1,000-gallon AST containing waste oil, and two 500-gallon ASTs containing product oil were observed. The condition of the ASTs and whether staining was observed from previous spills was not identified in the ESA report. One possible UST was observed by Altec to have been abandoned in place in the tire room. Information regarding this UST or the presence of any USTs, past or present, located at the site was not identified in LAFD records. One multi-stage wastewater clarifier was observed in the battery storage room. Provided the removal of ASTs and USTs from the Project Site follows the various required mitigations described below, hazardous materials impacts relative to ASTs and USTs would be less than significant.

<u>Polychlorinated Biphenyls (PCBs)</u>

Based on the age of the structures, the potential exists for the pad-mounted and pole-mounted transformers, and fluorescent light ballasts to contain PCBs. Exposure of workers and underlying soils to PCBs during the demolition of the Project Site structures would be a significant impact. A qualified PCB abatement contractor would be required to comply with applicable state and federal rules and regulations governing PCB removal and disposal. Provided that removal and disposal rules and regulations are followed, hazardous materials impacts caused by exposure to PCBs would be less than significant.

Asbestos-Containing Materials (ACMs)

Demolition of the five commercial buildings and associated asphalt-paved parking areas on site, which were built prior to the ban on use of asbestos as building insulation, could release asbestos-containing materials present in the structures. Exposure of workers to ACMs during demolition or renovation of the Project Site structures would be a significant impact. Prior to the demolition activities, a complete asbestos survey will be conducted to identify all sources of asbestos. This activity is required by the USEPA National Emission Standard for Hazardous Air Pollutants (NESHAP) regulation and the South Coast Air Quality Management District's (SCAQMD's) Rule 1403. Bulk samples of all materials which are suspected of containing asbestos will be collected and analyzed for asbestos content. In accordance with the EPA's NESHAP regulation and SCAQMD's Rule 1403, all materials, which are identified as ACMs would be removed by a trained and licensed asbestos abatement contractor. The asbestos removal operations would be conducted in accordance with CAL-OSHA Asbestos for the Construction Industry Standard, SCAQMD and EPA rules and regulations and industry standards. Provided the removal and disposal of ACMs from the Project Site follows the various required guidelines described above, hazardous materials impacts relative to exposure to asbestos would be less than significant.

Lead-Based Paint (LBP)

Based on the age of the structures, the potential exists for such structures to contain lead-based paint. A qualified lead-paint abatement consultant would be required to comply with applicable state and federal rules and regulations governing lead paint abatement. A qualified lead-paint abatement consultant would be required to comply with applicable state and federal rules and regulations governing lead paint abatement. Such regulations that would be followed during demolition include Construction Safety Orders 1532.1 (pertaining to lead) from Title 8 of the California Code of Regulations, and lead exposure guidelines provided by the U.S. Department of Housing and Urban Development (HUD). Provided that abatement rules and regulations are followed, hazardous materials impacts caused by exposure to lead-paint would be less than significant.

Operation

The Proposed Project is not anticipated to result in a substantial release of hazardous materials into the environment. The Project would utilize limited quantities of common cleaning and maintenance materials, which would be shipped, stored, used and disposed of in accordance with applicable statutes. All land uses and materials would be in accordance with City zoning and local, state, and federal regulations. Based on the amount stored, nature of packaging, materials involved, and the Proposed Project's required compliance with applicable regulations, the risk from use of these materials is considered to be low. Therefore, accidental conditions involving the release of hazardous materials into the environment during Project operation is considered to be less than significant.

Mitigation Measures

F-1 Prior to the issuance of the demolition permits, the Applicant shall have all USTs and associated piping/equipment identified at the Sears Automotive Service Center and removed under a proper Los Angeles City Fire Department Permit. The soils underlying the USTs and associated piping/equipment shall be assessed for the presence of hydrocarbons to determine whether soil contamination has occurred. If soil contamination is identified, proper abatement procedures shall be conducted according to Los Angeles Fire Department, federal, State and other local regulations to remove or remediate the contaminated soils.

F-2 Prior to the issuance of the demolition permits, the Applicant shall have soils under heavily stained asphalt pavement at the Sears Automotive Service Center and under the sink area in the medical facility located at 5661 Santa Monica Boulevard shall be assessed to determine whether soil contamination exists. If soil contamination is identified, the Applicant shall have the soils properly removed or abated according to the Los Angeles Fire Department and applicable federal, State and other local regulations.

F-3 Prior to the issuance of demolition permits, the Applicant shall have the ASTs located at the Sears Automotive Service Center properly removed for disposal at an appropriately licensed facility. The ASTs shall be cleaned, degassed and removed. Soils located underneath the ASTs shall be assessed to determine whether any soil contamination has occurred. If soil contamination is identified, proper abatement procedures shall be conducted to remove the contaminated soils according to the Los Angeles Fire Department and applicable federal, State and other local regulations.

F-4 Prior to the issuance of demolition permits, the Applicant shall have the soils located adjacent to or near the multi-stage wastewater clarifier, and under any areas of oil/chemical-stained pavement at the Sears Automotive Service Center, inspected for staining, collected and analyzed for the presence of hydrocarbons. If soil contamination is identified, proper abatement procedures shall be conducted to remove the contaminated soils according to the Los Angeles Fire Department and applicable federal, State and other local regulations.

F-5 Prior to the issuance of demolition permits, the Applicant shall have the small transformers observed behind the 5637 Santa Monica Boulevard property tested for the presence of PCB-containing dielectric fluids. If PCBs are identified, the dielectric fluid shall be collected and properly disposed of as hazardous waste at an appropriate disposal facility in accordance with applicable federal, state and local regulations. The transformers shall also be disposed of as hazardous waste in accordance with applicable federal, state and local regulations.

F-6 Prior to the issuance of demolition permits, the Applicant shall have the pole-mounted transformers located along the alley transecting the Project Site tested for the presence of PCB-containing dielectric fluids. If PCBs are identified, the dielectric fluid shall be collected and properly disposed of as hazardous waste at an appropriate disposal facility in accordance with

applicable federal, state and local regulations. The transformers shall also be disposed of as hazardous waste in accordance with applicable federal, state and local regulations.

F-7 Prior to the issuance of demolition permits, the Applicant shall identify PCB-containing light ballasts in each building throughout the Project Site. These ballasts shall be recycled through a reputable company to prevent environmental contamination upon renovation, demolition or change-out.

F-8 Prior to the issuance of demolition permits, the Applicant shall identify all mercury-containing fluorescent bulbs used in light fixtures throughout the buildings on the Project Site. These bulbs shall be recycled through a reputable company to prevent environmental contamination upon renovation, demolition or change-out.

F-9 Prior to the issuance of the demolition/renovation permits, the Applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant that no ACMs are present in the buildings. If ACMs are found to be present, they shall be abated in compliance with the South Coast Air Quality Management District's Rule 1403, as well as other state and federal regulations. Specific requirements of Rule 1403 include:

- Implementation of a thorough survey of the affected facility prior to issuance of permits for any demolition or renovation activity, including inspection, identification, and quantification of all friable and certain non-friable asbestos-containing materials.
- Surveys which include collection and analyses of representative asbestos building material samples, and quantification of these materials for asbestos abatement purposes prior to or during demolition/renovation.
- Notification of the SCAQMD of the intent to demolish or renovate any facility at least ten days prior to commencing with the activity.
- Removal of all asbestos-containing materials prior to any demolition or renovation activity that would break up, dislodge, or similarly disturb the material.
- Use of legally required procedures when removing asbestos-containing materials.
- Placement of all collected asbestos-containing materials in leak-tight containers or wrapping.
- Disposal of asbestos-containing materials as required by applicable regulations.

F-10 Prior to the issuance of permits for any demolition/renovation activity involving a particular structure, a lead-based paint assessment of each existing apartment structure shall be conducted. Lead-based paint found in any buildings shall be removed and disposed of as a hazardous waste in accordance with all applicable regulations. Such regulations that would be

followed during demolition include Construction Safety Orders 1532.1 (pertaining to lead) from Title 8 of the California Code of Regulations, and lead exposure guidelines provided by the U.S. Department of Housing and Urban Development (HUD).

Level of Significance After Mitigation

With implementation of the code required mitigation measures, project impacts associated with hazards and hazardous materials would be less than significant.

Hydrology and Water Quality

Surface Water Quality

Project construction would involve a variety of construction materials that are potential sources of stormwater pollution, such as adhesives, cleaning agents, landscaping, plumbing, painting, heat/cooling, masonry materials, floor and wall coverings, and demolition debris. Construction material spills can also be a source of stormwater pollution and/or soil contamination. According to the Los Angeles City Bureau of Engineering, routine safety precautions for handling and storing toxic and hazardous materials, and maintaining construction equipment in proper working condition, may effectively control the potential pollution of stormwater by these materials. These same types of common sense, "good housekeeping" procedures can also be extended to non-hazardous stormwater pollutants such as sawdust and other solid wastes.

Construction silt washed from the project site by stormwater can be minimized by limiting the area of exposed soil, implementation of erosion control measures and dust suppression techniques such as watering or tarping. Erosion control devices, including temporary diversion dikes/berms, drainage swales and siltation basins, are typically required around construction areas to insure that sediment is trapped and properly removed. Also, construction activities must adhere to the relevant stormwater management regulations under Los Angeles County's NPDES Permit No. CA0061654. When properly designed and implemented, these Best Management Practices would ensure that short-term construction related water quality impacts are not significant.

Water Quality – Long Term Operational Impacts

Under existing conditions, runoff from the Project Site may contain urban pollutants such as automotive fluids, heavy metals and chemical constituents, fertilizers, pesticides and herbicides that could be discharged into the storm drainage system. Because there would be no substantial increase in runoff as a result of the project, urban contaminants that may be present in runoff from the site would not differ substantially in type or quantity than that which currently exists. The Proposed Project would be required to submit site drainage plans to the City Engineer and other responsible agencies for review and approval prior to development of any drainage improvements. Impacts to stormwater quality as a result of project implementation would be less than significant.

Groundwater

Construction

A Sample of the groundwater was investigated for contamination as construction dewatering activities during excavation for construction of the proposed subterranean parking structure. A permit to discharge the groundwater to a storm drain is required by the Los Angeles Regional Water Quality Control Board. One soil boring was advanced on the Site on November 14, 2005. The boring was located north of Santa Monica Boulevard and west of the existing 3-story (above grade) retail department store building (currently occupied by Sears). The soil boring was excavated to a total depth of 40 feet below ground surface. A temporary well was set within the boring. One groundwater sample was collected from the temporary well. After collection of the groundwater sample, the temporary well casing was removed from the boring and the boring was backfilled with cement grout and capped at the surface with asphalt.

Reported concentrations of metals cadmium, chromium, copper, nickel and zinc were detected. These concentrations were compared to the Screening Levels for General NPDES Permits. The Los Angeles River, the receiving water, via a storm drain, for the discharge form the Project Site, is designated as a groundwater recharge area by the California Regional Water Quality Control Board, Los Angeles Region (LARWQCB). The results were compared to the municipal and domestic supply and/or groundwater recharge beneficial use screening levels. The reported concentrations of metals cadmium, chromium, copper, nickel and zinc exceeded the screening levels concentrations. Therefore, it is likely that the LARWQCB will require treatment of the water, to remove the concentrations of metals exceeding the screening levels prior to discharge to a storm drain.

Operation

The Proposed Project would not contribute to groundwater depletion or interfere with groundwater recharge to an environmentally significant degree. The Proposed Project would not increase the amount of impervious surface area on the site, as currently the site is almost entirely covered with impermeable surfaces (e.g., structures, concrete, and asphalt). While the Proposed Project would replace retail uses with like uses, the construction of 437 residential units would result in an increase in water demand. However it is not anticipated that the added water demands of the project would exceed current supply (see Section IV.M.2 Utilities, Water). Therefore potential impacts to groundwater supplies or recharge would be less than significant.

Surface Water Hydrology

The Proposed Project would not increase total run-off from the project site since it would include approximately the same impervious and permeable surface ratios as existing conditions. Due to the urban setting of the site and surrounding area, the Proposed Project would not significantly change drainage patterns. Roof drains from the building as well as area drains from the landscaped areas around the building would be connected to an on-site underground drainage system. The proposed on-site storm drain system would deliver the peak run-off values not exceeding existing conditions. Therefore, Project-specific impacts

associated with drainage and surface runoff and the potential for increased flooding would be less than significant.

Flooding

According to the Safety Element of the City General Plan, the Project Site lies within the area of potential inundation in the event of seismically induced or other failure of the Hollywood Reservoir, located to the northwest of the Project Site and operated by the Los Angeles Department of Water and Power (LADWP)[4]. However as the LADWP conducts daily surveillance and periodic safety inspections of all LADWP reservoirs and dam structures to ensure the safety of the structures and the water they contain, the sudden and catastrophic failure of the structure is considered remote. The City of Los Angeles Bureau of Engineering designates the Proposed Project Site as within the Flood Zone C.[5] According to Federal Emergency Management Agency (FEMA), Flood Zone C describes flood insurance rate zones that are located outside of the 500-year floodplain, with minimal chance of flooding.[6] Furthermore, the Project Site is located in a dense urban area that is completely surrounded by existing urban uses. Development of the Proposed Project would not introduce persons or structures into an area where they might be subject to flood hazards not previously experienced. In addition, implementation of the Proposed Project would not place structures, which would impede or redirect flood flows. Therefore, flooding impacts as a result of project implementation would be less than significant.

A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, lake or storage tank. Although the Proposed Project Site is located near the Hollywood Reservoir water storage facility, according to the LADWP no seiche at a LADWP facility has ever been recorded, even during the 1994 Northridge earthquake and the LADWP does not consider seiches to be a potentially significant hazard. The Proposed Project Site is not located proximate to coastal waters, and as such is not susceptible to tsunami (seismically induced tidal wave) hazards. The topography of Proposed Project Site and surrounding area is fully developed and generally flat, therefore there would be no risk of mudflows affecting the Proposed Project Site and impacts would be less than significant.

Mitigation Measures

As construction of the Project would be required to comply with all applicable requirements associated with NPDES Permit No. CA 0061654 and all relevant storm water quality management regulations, no significant impacts would occur and no mitigation measures are required.

---

[4] *City of Los Angeles, Safety Element of the Los Angeles City General Plan, Exhibit G, Inundation & Tsunami Hazard Areas, March 1994.*

[5] *City of Los Angeles, Bureau of Engineering, Navigate LA, website: http://navigatela.lacity.org/floodgis/, November 23, 2005.*

[6] *Federal Emergency Management Agency (FEMA), Flood Hazard Mapping, Frequently Asked Questions, website: http://www.fema.gov/fhm/fq_term.shtm, November 23, 2005.*

Groundwater discharge may have significant impacts and thus, the following mitigation measure is recommended:

G-1 During Project construction, the Project developer shall remove the concentrations of metals exceeding the "municipal and domestic supply and/or groundwater recharge beneficial use" screening levels for dewatering activities prior to discharge to a storm drain. The treatment of the groundwater shall be conducted in accordance with the regulations and guidelines set forth by the California Regional Water Quality Control Board, Los Angeles Region (LARWQCB).

Level of Significance After Mitigation

No significant hydrology-related impacts are anticipated. Compliance with the requirements of NPDES Permit No. CA0061654 would ensure that the Proposed Project does not create any significant water quality impacts.

Land Use

Physically Divide an Established Community

The potential for the Proposed Project to physically divide an established community is based on comparison of the existing land uses on and adjacent to the Proposed Project Site. As previously discussed, Site I of the Project Site is developed with seven structures and surface parking. Site II is developed with surface parking and contains a temporary trailer. Site III is developed with surface parking. The entire Project Site is surrounded by either existing structures or surface parking areas. Currently residential uses are located across Site I on Virginia Avenue as well as adjacent to Site II. The Proposed Project would provide housing on all three sites. Residential uses on Site I would complement the existing uses across Virginia Avenue from Site I. Commercial uses on Santa Monica Boulevard complement the retail pattern of the Project on Site I. Therefore, the Proposed Project would not physically divide any established community or uses (and existing neighborhoods, communities, or land uses would not be disrupted, divided or isolated) and the duration of the disruptions and impacts would be less than significant.

Conflict with Applicable Conservation Plan or Natural Community Conservation Plan

The Project Site does not include or involve any conservation plan or natural community conservation plan. As previously discussed, the Project Site is located in a highly urbanized area of the City of Los Angeles. The Project Site is improved with structures and surface parking lots. Therefore, the Proposed Project would not conflict with any habitat conservation plan or community conservation plan and impacts would be less than significant.

Land Use Consistency

General Plan Framework and Community Plan Land Use Designation

City of Los Angeles General Plan Framework Element

The Project Site is located along the Mixed Use Boulevard category of the General Plan Framework. Mixed Use development is encouraged along boulevards connecting neighborhoods with community, regional and Downtown centers. The General Plan Framework is a guiding point for the future of the community. While the Framework suggests that Mixed Use Boulevards will contain mixed-use structures up to 6 stories with a floor area ratio of up to 4.0:1, the Project is proposing a floor area ratio of 3.68:1 which is within the envisioned floor area ratio for this type of development. Further, the Proposed Project's integration of housing and retail/commercial uses in a commercially-designated area is consistent with the goals and policies of the General Plan Framework in reinforcing the mixed-use character of the Paseo Plaza project. Therefore, no significant impacts due to consistency with land use designations in the General Plan Framework are anticipated.

The Citywide General Plan generally refers to the Community Plans for specific land use locations. The Hollywood Community Plan designates the Project Site as Neighborhood Office Commercial and refers to the City of Los Angeles Municipal Code for permitted land uses. The Neighborhood Office Commercial land use designation is a commercial designation which allows for the construction of retail uses, offices, hotels, hospitals, service stations and garages, churches, schools, museums, broadcasting studios, parking areas and buildings, parks and playgrounds as well as R4 multiple-family residential uses (such as apartments condominiums and multiple family housing units).

Development of the Proposed Project would include an approximately 825,990 square foot mixed-use project consisting of neighborhood retail and residential components located on three properties – Site I, Site II, and Site III. The development features include 377,900 sq. ft. of retail/restaurant/office (which includes up to approximately 50,000 sq. ft. of office space and 25,000 sq. ft. of restaurant space) and a total of 375 residential (apartment) units on Site I. Site II includes 24 residential (apartment) units and Site III includes 38 residential (apartment) units. The total residential square footage for all three sites is approximated at 448,090 square feet. This type of development would be consistent with the Neighborhood Office Commercial land use designation. Therefore, impacts on the existing land use designation would be less than significant.

City of Los Angeles Planning and Zoning Code

The Site I project block is partially divided by an existing alley that may be accessed from Wilton Place, and which runs approximately three quarters of the length of the block towards St. Andrews Place, with additional access by driveways from Virginia Avenue and Santa Monica Boulevard. Lots south of the alley, fronting Santa Monica Boulevard, are currently zoned C4-1VL and lots to the north, fronting Virginia Avenue, are zoned R4-1VL. The existing 3-story (above grade) retail building lot contains both zoning designations; the structure is located in the C4-1VL zoning designation and the surface parking behind the building is zoned R4-1VL (see Figure IV.H-3). For Sites II and III, the current zoning is R4-

1VL. No changes to the zoning are requested or necessary to construct the proposed residential units on these sites.

The Proposed Project includes discretionary approval to change the current zoning for Site I of the Project Site from C4-1VL and R4-1VL to RAS4-2D pursuant to section 12.32 F of the Los Angeles Municipal Code. The Zone Change would permit the new construction on Site I of an 8-story, 113-foot, mixed use building comprising of a total of 375 residential (apartment) units, approximately 263,780 sq. ft. of neighborhood retail (includes up to 50,000 sq. ft. of office space and 25,000 sq. ft. of restaurant space) and retention of an existing 114,120 square foot retail building. The Zone Change and various other discretionary requests would permit the placement of the proposed retail on one level below ground, on the ground floor and on a mezzanine level (or second level of the proposed development), while allowing the mix of uses on the site. With approval of the Zone Change on Site I, impacts to zoning designation would be less than significant.

Height/Floor-Area-Ratio

The current zoning for Site I would limit the total area of the site to approximately 324,228 sq. ft. (3:1 Floor to area (FAR)) in the R4 zoned portion of the site and 113,574 sq. ft. (1.5:1 FAR) in the C4 zoned area, for a total 437,802 sq. ft.. A Zone Change on Site I from the existing C4-1VL and R4-1VL zones to the RAS4-2D zone would permit 1,263,156 sq. ft (6:1FAR). The Proposed Project on Site I would total 775,770 sq. ft., with a 3.68:1 FAR with 377,900 sq. ft. for retail (which includes restaurant and office uses) and 397,870 sq. ft. of residential uses. The Proposed Floor Area on Site I would be approximately 487,386 square feet less than permitted assuming the Zone Change is approved. Further, the project proposes a smaller FAR than would be permitted under the Height District (HD) 2.

Incidental to the request for a Zone Change, the Project Applicant has requested a Height District Change from -1VL to -2D for the entirety of Site I. Height District -2D is proposed to limit the maximum number of stories to 8 and height to a maximum of approximately 94-feet for occupied space and up to 113-feet unoccupied for an architectural feature. There is no vertical height limit in Height District 2. Although no vertical height limit in Height District 2 there is a FAR limit of 6:1. The Project Applicant proposes "bands" (or "tiers") of height limits on Site I with the maximum height of 113-feet in Tier 5. This self-imposed height limitation would result in varying setbacks of the multi-use development project, producing a "wedding-cake" design on Site I. Thus, with this height limitation and design, massing of the building would be minimized by the various setbacks which would be less intense than under the maximum height permitted for the entire site. Therefore, with approval of the requested discretionary action including a Zone Change and Height District Change for Site I, impacts to zoning for height and floor-area-ratio would be less than significant.

For Sites II and III, the R4-1VL zone allows the height of exclusively residential structures to a maximum of 45 feet and is not limited by the number of stories. The Project would include a 45-foot, 4-story high structure each on Sites II and III. No Zone Change requests on Sites II and III are required and impacts would be less than significant.

Density

In accordance with Section 12.11 of the City of Los Angeles Planning and Zoning Code, the Proposed Project residential development for Site I is permitted within the 1-RAS-2L (Residential Accessory) in which R4 uses and limited ground floor retail are permitted. The residential component in an RAS4-2D is constructed at an R4 density. The R4 zone requires a minimum of 400 sq. ft. of lot area per dwelling unit. Based on the Project Site I buildable area of 215,495 sq. ft., a maximum total of 539 residential units could be constructed. However, the Project Applicant proposes 375 residential (apartment) units on Site I. Based on the Project Site II total area of 9,500 sq. ft., and Site III of 15,028 sq. ft., a maximum of 24 units on Site II and 38 units on Site III (total of 62 dwelling units) can be constructed. Sites II and III are zoned R4 and no zone change is necessary. A total of 62 residential (apartment) units are proposed, 24 units and 38 units, for Sites II and III respectively. Thus, the Project Applicant proposes to build the maximum number of dwelling units allowed for Sites II and III but would limit construction of fewer residential units on Site I under the RAS4 density. Therefore no residential zoning inconsistencies would occur and impacts would be less than significant.

Parking Requirement

As described in Section IV.L, Transportation and Traffic, the Planning and Zoning Code requires one parking space for each dwelling unit of less than three habitable rooms, one and one-half parking spaces for each dwelling unit of three habitable rooms, and two parking spaces for each dwelling unit of more than three habitable rooms. For commercial uses (office, retail) within the Redevelopment Area, a project must provide a minimum of two parking spaces per 1,000 square feet of floor area. Based on these requirements, the Proposed Project would be required to have a minimum of 1,282 parking spaces for Sites I, II, and III. The Project would provide 1,671 parking spaces for Site I, 54 spaces for Site II, and 86 spaces for Site III, totaling approximately 1,811 spaces for the entire Project. The Proposed Project would be providing approximately 529 spaces over the code requirement. Therefore, no zoning inconsistencies would occur and impacts would be less than significant.

Consistency with the Hollywood Community and Redevelopment Plans

The Proposed Project is consistent with nearly all applicable land use policies of the Hollywood Community Plan. In balancing the Project's realization of other listed applicable policies, such as promotion of greater density near mass transit, providing additional multiple family housing and housing opportunities with greater choice in type, implementation of the Project in general would be considered consistent. Therefore, the Project's impact on the Hollywood Community Plan policies would be less than significant.

The Proposed Project is consistent with applicable land use policies of the Redevelopment Plan such as the elimination and prevention of the spread of blight and deterioration of the area, promotion of economic revitalization of the residential and commercial area, encouragement of a variety of housing type and prices and enhancement of security for area residents. Therefore, the Project's impact on the Redevelopment Plan's land use policies would be less than significant.

Land Use Compatibility

Development of the Proposed Project would include demolition of approximately 47,430 sq. ft. of existing commercial uses, and retention of approximately 114,120 sq. ft. of an existing 3-story (above grade) retail building (currently occupied by Sears) to be incorporated into the retail component of the Project. New construction would include 263,780 sq. ft. (net 216,350 sq. ft.) of retail/restaurant/office space and 437 apartment units located on three sites. Site I would include all of the proposed retail (including restaurant and office space) and 375 apartment units in an 8-story complex. Some of the objectives of the Proposed Project are to create a pedestrian-friendly mixed use development with a variety of housing and neighborhood serving retail opportunities for the Santa Monica Boulevard/Western Avenue area community. The complex would cover the block bounded by Santa Monica Boulevard, Wilton Place, Virginia Avenue and St. Andrews Place. The complex would have varying set backs along Virginia Avenue complementing the existing residential uses across from the Project Site. For example, along Virginia Avenue, the complex's first three stories are setback approximately 10 feet from the street, followed by another setback of approximately 20 feet for the 4th-story, 50-feet for the 5th-story, and finally another 50-feet for the 6^{th} – through 8^{th}-stories. These varying set backs at different levels reduce the impact of the height of the structure on existing structures on Virginia Avenue. Further, the Proposed Project Site I would include only residential uses along Virginia Avenue to further complement the existing multi-family residential uses along this street. The commercial portion of Santa Monica Boulevard is compatible with the retail portion of the Project, which fronts Santa Monica Boulevard. The retail portion of the Project is consistent with the surrounding commercial uses in set backs and height.

Sites II and III include multi-family structures up to 45-feet in height which is the maximum allowable height for the area. Site II would be immediately adjacent to multi-family structures on St. Andrews Place and single-family residential structures on Virginia Avenue. Site III would be adjacent to an existing surface parking lot on Virginia Avenue and commercial uses along St. Andrews Place. It is not uncommon to located multi-family structures adjacent to commercial uses. Examples of this mix are currently found across from Site I along Santa Monica Boulevard and on Wilton Place. The Project's commercial (retail uses) would be located along Santa Monica Boulevard and accessible from that street with a pedestrian plaza. Santa Monica Boulevard currently includes a mix of uses in the Project vicinity that is dominated by commercial uses. Therefore, there are no impacts identified with placement of project uses in relation to existing surrounding uses of the Project Site. The Proposed Project would enhance the pedestrian activity in the Project area with redevelopment of an under-utilized property with new and additional neighborhood serving retail uses surrounding a pedestrian plaza open to Santa Monica Boulevard. Through its proposed uses and architectural form, the Proposed Project would become fully integrated into the existing streetscape and community. Therefore, no significant impacts would result from the Proposed Project with regard to land use compatibility.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No significant land use compatibility or consistency impacts would result from the long-term operation of the Proposed Project.

Noise

Construction-Related Noise

Project development would require the use of heavy equipment for ground clearing, site grading, roadway construction, and building construction. Development activities would also involve the use of smaller power tools, generators, and other sources of noise. During each stage of development, there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of the activity.

The U.S. Environmental Protection Agency (EPA) has compiled data regarding the noise generating characteristics of specific types of construction equipment and typical construction activities. These data are presented in Section IV.I, Noise, Table IV.I-5 and Table IV.I-6 for a reference distance of 50 feet from the source. These noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 84 dBA measured at 50 feet from the noise source to the receptor would reduce to 78 dBA at 100 feet from the source to the receptor, and reduce by another 6 dBA to 72 dBA at 200 feet from the source to the receptor.

During construction, three basic types of activities would be expected to occur and generate emissions. First, the existing structures would be demolished and the surface parking lots would be removed. Second, the development sites would be prepared, excavated, and graded to accommodate the subterranean parking structures and building foundations. Finally, the new parking structures and buildings would be constructed and readied for use.

Construction activities would primarily affect the existing residential uses located adjacent to Site II and Site III. These residential buildings are located approximately five feet from the Project Site. Based on the information presented in Section IV.I, Noise, Table IV.I-6, construction noise levels could exceed 89 dBA at the residential structures adjacent to Site II and Site III, as well as the residence located north and west of Site I. As shown previously in Section IV.I, Noise, Table IV.I-3, existing daytime noise levels at these homes average between 56 and 69 dBA L_{eq}. Therefore, construction activities would increase daytime noise levels at the nearby residential buildings by more than 10 dBA L_{eq}. As shown in Section IV.I, Noise, Table IV.I-6, the use of mufflers on construction equipment could reduce their noise levels by an average of 3 dBA. However, the resulting noise levels would still be greater than 10 dBA over the existing conditions without the Project. This is a potentially significant impact.

Section 41.40 of the Los Angeles Municipal Code regulates noise from demolition and construction activities. Exterior demolition and construction activities that generate noise would be prohibited between the hours of 9:00 PM and 7:00 AM Monday through Friday, and between 6:00 PM and 8:00 AM

on Saturday night through Sunday morning in accordance with Section 41.40 of the Los Angeles Municipal Code. Demolition and construction would not occur on Sundays and all federal holidays. Therefore, they would not occur during recognized sleep hours for residences. These restrictions would reduce the potential construction-related impact to less-than significant levels for nearby residents.

Operational Noise Levels –Locations On Site

Future noise levels at the proposed Project site would continue to be dominated by vehicular traffic on Santa Monica Boulevard and Wilton Place. Section IV.I, Noise, Table IV.I-8 presents the future average daily exterior and interior noise levels associated with these roadways. Exterior-to-interior reduction of newer residential units is generally 30 dBA or more. With this assumption, Section IV.I, Noise, Table IV.I-8 indicates that future exterior and interior noise levels associated with roadway traffic would not exceed City standards at the Project Site. Noise levels at the buildings at Site I, Site II, and Site III facing Virginia Avenue and St. Andrews Place would be lower due to roadway traffic volumes that are lower than Santa Monica Boulevard and Wilton Place. This would be a less-than-significant impact.

New stationary sources of noise, such as rooftop mechanical heating, ventilation, and air conditioning (HVAC) equipment would be installed at the proposed buildings. This equipment would be shielded and appropriate noise muffling devices installed to reduce noise levels that affect nearby noise-sensitive uses. The type of HVAC equipment currently installed on new multi-family tower buildings generates noise levels that average around 66 dBA L_{eq} on the air inlet side and 62 dBA L_{eq} on the other sides when measured at 50 feet from the source. The shielding installed around the new equipment reduces these noise levels by around 15 dBA. These noise levels would not exceed the City's exterior noise standards.

Potentially significant environmental impacts may result from project implementation due to noise from cars using parking ramps on Sites I, II and III. However, the potentially significant impacts will be mitigated to less than significant with implementation of recommended Mitigation Measures I-2 through I-4.

Operational Noise Levels –Locations Off Site

Locations in the vicinity of the Proposed Project Site could experience slight changes in noise levels as a result of an increase in the on-site population and resulting increase in motor vehicle trips. The changes in future noise levels associated with the Proposed Project at locations along the roadway segments in the Project vicinity are identified in Section IV.I, Noise, Table IV.I-9.

As shown, the Proposed Project would increase local noise levels by a maximum of 0.2 dBA CNEL, which is inaudible/imperceptible to most people and would not exceed the identified thresholds of significance.

New HVAC equipment would be installed at the proposed buildings. This equipment would be shielded and appropriate noise muffling devices installed to reduce noise levels that affect nearby noise-sensitive uses. The type of HVAC equipment currently installed on new multi-family buildings generates noise

levels that average around 66 dBA L_{eq} on the air inlet side and 62 dBA L_{eq} on the other sides when measured at 50 feet from the source. The shielding installed around the new equipment reduces these noise levels by around 15 dBA. Because existing daytime noise levels at the nearby buildings currently average between 56 and 69 dBA L_{eq}, the resulting equipment noise levels of less than 51 dBA L_{eq} at nearby buildings would not cause a substantial permanent increase in noise levels of 5 dBA CNEL or more.

Based on this information, implementation of the Proposed Project would not result in a substantial permanent increase in ambient noise levels above existing ambient noise levels without the project. This is a less-than-significant impact.

Operational Groundborne Vibration

When the Proposed Project is completed and operational, background vibration levels would be expected to average around 50 VdB, as discussed previously in this EIR section. This is substantially less than the 80 VdB threshold for residential buildings. Therefore, this would be a less-than-significant impact regarding the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.

Mitigation Measures

Construction

Recommended

Although construction-related noise is not considered to be significant, the following measures are recommended to reduce to the maximum extent feasible the potential noise levels associated with construction activities.

I-1 The Project developer shall implement measures to reduce the noise levels generated by construction equipment operating at the Project Site during Project grading and construction phases. The developer shall include in construction contracts the following requirements or measures shown to be equally effective:

- All construction equipment shall be equipped with improved noise muffling, and have the manufacturers' recommended noise abatement measures, such as mufflers, engine covers, and engine isolators in good working condition.
- Stationary construction equipment that generates noise levels in excess of 65 dBA L_{eq} shall be located as far away from existing occupied buildings as possible. If required to minimize potential noise conflicts, the equipment shall be shielded from noise sensitive receptors by using temporary walls, sound curtains, or other similar devices.
- All equipment shall be turned off if not in use for more than five minutes.

- An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive noise levels.

Operation

Recommended

I-2 Concrete, not metal, shall be used for construction of parking ramps.

I-3 The interior ramps shall be textured to prevent tire squeal at turning areas.

I-4 Parking lots located adjacent to residential buildings shall have a solid decorative wall adjacent to the residential uses.

Level of Significance After Mitigation

With the successful implementation of the recommended mitigation measures, the noise levels associated with Project construction activities would be less than significant.

Operational noise impacts would be less than significant.

Population and Housing

Construction Impacts

Construction of the Proposed Project would result in increased employment opportunities during the Project's construction period. However, the employment opportunities provided by the construction of the Proposed Project would not likely result in household relocation by construction workers to the vicinity of the Project Site for various reasons, including: 1) Construction employment has no regular place of business; rather construction workers commute to job sites that may change several times a year; 2) Many construction workers are highly specialized and move from job site to job site as dictated by the demand for their skills; and 3) The work requirements of most construction projects are also highly specialized, and workers are employed on a job site only as long as their skills are needed to complete a particular phase of the construction process. Additionally, construction workers would likely be drawn from the construction employment labor force already resident in the surrounding communities. It is not likely that construction workers would relocate their place of residence as a consequence of working on the Proposed Project. Since construction workers would not relocate to the area, such workers would not cause an increase population or housing. Overall, the construction of the Proposed Project would have a less-than-significant direct impact on housing and population growth.

Long-Term Operational Impacts

Implementation of the Proposed Project would demolish 47,430 sq. ft. of retail/commercial space and construction of 263,780 sq. ft. (net 216,350 sq. ft.) of retail/restaurant/office space (includes 25,000 sq. ft. restaurant and 50,000 sq. ft. office). With the re-use of the existing 114,120 sq. ft., 3-story, retail department store (currently occupied by Sears), the retail component of the complex would total 377,900 sq. ft. The Proposed Project would also include construction of 437 apartment units on the Project Site, which currently is not built with housing units. The Proposed Project would include: Site I - 42 singles, 250 one-bedroom units, 60 two-bedroom units, and 23 three-bedroom units; Site II – 4 singles, 16 one-bedroom units and 4 two-bedroom units; and Site III – 4 singles, 30 one-bedroom units, 4 two-bedroom units. Therefore, approximately, 748 people would occupy the 437 unit proposed apartments (see Section IV.J, Population and Housing, Table IV.J-3).

As the Project Site is currently developed with non-residential uses, this increase in residential population represents a 100 percent increase in population and housing on the Project Site. The direct physical impacts resulting from this increase in population and housing are analyzed under each issue area throughout this Draft EIR (see Sections IV.A through IV.M).

The increase in residential population resulting from implementation of the Proposed Project (748 persons) is considered minimal as it would represent approximately 8.8 percent of the anticipated population growth in Hollywood by 2010. This would not be a substantial increase, because the addition of 748 persons would be within the population projection in the Hollywood Community Plan. As a result, the development of the Proposed Project would not directly induce substantial residential population growth not planned or anticipated, and impacts relating to residential population would be less than significant.

Housing

The Proposed Project would add 437 housing units to the City's housing inventory. The Proposed Project's residential component would provide additional units to the City's housing stock. This increase represents approximately 7.5 percent of the projected housing growth within the Hollywood Community Plan area between 2005 and 2010. This would not be a substantial increase because it would not exceed the projected/planned levels for the year of project occupancy/buildout and therefore would not introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan or General Plan. As a result, the development of the Proposed Project would not directly induce substantial housing growth, and impacts relating to housing would be less than significant

Indirect Growth

The Proposed Project would include 377,900 sq. ft. (net 263,780 sq. ft.) of retail space. This would include up to 50,000 sq ft of office uses and approximately 25,000 sq. ft. of restaurant space. The Proposed Project would generate job opportunities for approximately 416 net new employees onsite (see Section IV.J, Population and Housing, Table IV.J-4).

Based on a ratio of approximately 2.3 persons per household,[7] the 416 net jobs generated by the Proposed Project would generate an additional 956 new residents. It can be assumed that these 956 individuals would either: (1) live in the residences of the Proposed Project; (2) already reside in Hollywood; (3) commute to Hollywood; or, (4) relocate to Hollywood. However, for a conservative analysis, it is assumed that all 956 individuals would be new to Hollywood, which represents approximately 11.3 percent of the overall population growth expected to occur in Hollywood between 2005 and 2010. The total Project population, including the residential component combined with the retail uses, 1,704 new residents, would constitute 20.1 percent of the Hollywood population growth expected by 2010. This is not considered to be a substantial increase as the Project's contribution to the growth does not exceed the population estimate for the Hollywood Community Plan by 2010. As such, the population growth associated with the Proposed Project has already been anticipated and planned for in the Hollywood Community Plan, and impacts would be less than significant.

The Proposed Project would not require the extension of roadways and other infrastructure (e.g., water facilities, sewer facilities, electricity transmission lines, natural gas lines, etc.) into undeveloped areas (see Sections IV.K Public Services, IV.L Transportation and Traffic, and IV.M Utilities and Service Systems). Furthermore, the existing infrastructure in the Project area would serve the Proposed Project. As a result, the development of the Proposed Project would not indirectly induce substantial growth as a result of the extension of infrastructure, and the associated impact would be less than significant.

Housing or Population Displacement

The Project Site is currently developed but does not contain any housing or residents. The implementation of the Proposed Project would not displace any housing or people, necessitating the construction of replacement housing elsewhere. Therefore, no impacts with respect to housing or population displacement would occur.

Mitigation Measures

The Proposed Project would have a less-than-significant impact with respect to population and housing; therefore, no mitigation measures are required.

Levels of Significance After Mitigation

---

[7] *The Hollywood Community Plan has a total population of approximately 224,296 persons in 2005 and a total of 98,070 housing units. This equates to an average of approximately 2.3 persons per unit.*

The Proposed Project would have a less-than-significant impact with respect to population and housing.

Public Services

1. Fire Protection

Short-Term Construction Impacts

Removal of the existing commercial/retail building and construction of the Proposed Project would increase the potential for accidental onsite fires from such sources as the operation of mechanical equipment, use of flammable construction materials, and from carelessly discarded cigarettes. In most cases, the implementation of "good housekeeping" procedures by the construction contractors and the work crews would minimize these hazards. Good housekeeping procedures that would be implemented during demolition and construction of the Proposed Project include: the maintenance of mechanical equipment in good operating condition; careful storage of flammable materials in appropriate containers; and the immediate and complete cleanup of spills of flammable materials when they occur.

Construction activities also have the potential to affect fire protection services, such as emergency vehicle response times, by adding construction traffic to the street network and by partial lane closures during street improvements and utility installations. These impacts, while potentially adverse, are considered to be less than significant for the following reasons:

(1) Construction impacts are temporary in nature and do not cause lasting effects; and

(2) Partial lane closures would not greatly affect emergency vehicles, the drivers of which normally have a variety of options for avoiding traffic, such as using their sirens to clear a path of travel or driving in the lanes of opposing traffic. Additionally, if there are partial closures to streets surrounding the Project Site, flagmen would be used to facilitate the traffic flow until construction is complete.

Project construction would not be expected to tax fire fighting and emergency services to the extent that there would be a need for new or expanded fire facilities, in order to maintain acceptable service ratios, response times, or other performance objectives of the LAFD. Therefore, construction-related impacts to fire protection services would be less than significant.

Long-Term Operational Impacts

The Proposed Project would introduce 748 new residents to the Project Site. In addition, the number of employees and customers (i.e., non-residents) visiting the Proposed Project on a daily basis is anticipated to be greater than that associated with the current commercial/retail use when it is fully operational. Thus, an increase in the demand for fire protection services is anticipated. However, the LAFD has indicated that staffing and resources are adequate to meet the Project area's proposed demand for fire and

emergency services.[8] The following discussion analyzes the major criteria for determining the Proposed Project's impacts to fire protection services, including response distance, emergency access/evacuation, and fire flows.

Response Distance

As previously mentioned, the Project Site is within a 0.7-mile radius of a LAFD fire station housing a Fire Engine Company and Paramedic Rescue Ambulance Company. In addition, the Project Site is within a 1.2-mile radius of a LAFD fire station housing another Fire Engine Company and Paramedic Rescue Ambulance Company. Furthermore, the Project Site is within approximately 1.4 miles of a third fire station that houses a Light Force (Fire Truck and Engine Company), Fire Engine Company, and Paramedic Rescue Ambulance Company and could provide supplemental fire protection services. The response distance from these fire stations meets L.A.M.C recommendations; however, per Mitigation Measure K.1-1, the proposed commercial and residential structures would be recommended to be equipped with automatic fire sprinkler systems and any other fire protection devices deemed necessary by the Fire Chief (e.g., fire signaling systems, fire extinguishers, smoke removal systems, etc.). Therefore, with implementation of such fire protection devices per Mitigation Measure K.1-1 and the Project Site's proximity to three well-quipped fire stations, fire protection response would be considered adequate with respect to response distance.

Emergency Access

As discussed further in Section IV.L, Transportation and Traffic, of this Draft EIR, with the implementation of the recommended mitigation measures in that section, traffic impacts during operation of the Proposed Project would not result in a significant impact on any nearby roadways or intersections, which could thereby impede emergency access. The Proposed Project would not involve any other activities during its operational phase that could impede public access or travel upon public rights-of-way or would interfere with an adopted emergency response or evacuation plan. Furthermore, implementation of Mitigation Measures K.1-2 through K.1-7 would ensure that emergency access to the project site would be sufficient and, thus, would not require the construction or expansion of fire stations or other fire protection facilities.

Fire Flows

As determined by the LAFD, the overall fire flow requirement for the Proposed Project is 4,000 gpm from 4 fire hydrants flowing simultaneously with a 20 PSI minimum residual pressure.[9] Currently, water pressure and availability in the Project area are expected to be sufficient to meet the existing LAFD's fire

[8] *Written correspondence from Captain William Wells, City of Los Angeles Fire Department, October 20, 2005.*

[9] *Written correspondence from Douglas Barry, Assistant Fire Marshal, Los Angeles Fire Department, November 30, 2005.*

flow requirements. For a complete discussion of the Proposed Project's provision of water service for fire flows and domestic purposes, refer to Section IV.M.2 (Utilities and Service Systems: Water).

The Water Operations Division of the DWP would perform a fire flow study at the time of permit review in order to ascertain whether further water system or site-specific improvements would be necessary. Hydrants, water lines, and water tanks would be installed per Fire Code requirements and would be based upon the specific land uses of the Proposed Project. Therefore, with respect to fire flows, fire protection would be adequate.

LAFD Review

Based on the existing staffing levels, equipment, facilities, and most importantly, response distance from existing stations, it is expected that the LAFD could accommodate the Proposed Project's demand for fire protection service.[10] Therefore, the Proposed Project would not necessitate the construction or expansion of a fire station to maintain acceptable service ratios, response times, or other performance objectives of the LAFD, and a less-than-significant impact would occur.

Mitigation Measures

Recommended

Although the Proposed Project would not have a significant impact on fire protection services, the following mitigation measures are recommended to further reduce the Proposed Project's less-than-significant impact on fire protection services:

K.1-1 In accordance with L.A.M.C Section 57.09.07, the Applicant shall equip the proposed structure with automatic sprinkler systems.

K.1-2 The Applicant shall submit the plot plan for review and approval by the Fire Department prior to recordation of a final map or the approval of a building permit.

K.1-3 Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.

K.1-4 No building or portion of a building shall be constructed more than 300 feet from an approved fire hydrant.

K.1-5 No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

---

[10] *Written correspondence from Captain William Wells, Los Angeles Fire Department, October 6, 2005.*

K.1-6 Access for Fire Department apparatus and personnel to and into all structures, including the subterranean parking structures, shall be required.

K.1-7 The Proposed Project shall comply with all applicable State and local codes and ordinances, and guidelines found in the Fire Protection and Fire Prevention Plan, as well as the Safety Plan, both of which are elements of the General Plan for the City of Los Angeles C.P.C. 19708.

Level of Significance After Impact

The Proposed Project's impacts on fire protection services would be less than significant without mitigation. The implementation of the recommended mitigation measures would further reduce the Proposed Project's less-than-significant impacts.

2. Police Protection

Short-Term Construction Impacts

Construction sites can be sources of attractive nuisances, providing hazards, and inviting theft and vandalism. Therefore, when not properly secured, construction sites can become a distraction for local law enforcement from more pressing matters that require their attention. Consequently, developers typically take precautions to prevent trespassing through construction sites. Most commonly, temporary fencing is installed around the construction site to keep out the curious. Deployment of roving security guards is also an effective strategy in preventing problems from developing. When such common sense precautions are taken, per Mitigation Measure K.2-1, there is less need for local law enforcement at the construction site.

However, construction of the Proposed Project is not expected to cause significant congestion at the local study intersections (see Section IV.L, Transportation and Traffic, for further discussion). Although minor traffic delays may occur during construction, particularly during the construction of utilities and street improvements, impacts to police response times would be minimal and temporary.

Therefore, the Proposed Project's construction-related impacts to police protection services would be less than significant.

Long-Term Operational Impacts

The Proposed Project would introduce 748 new residents to the Project Site. In addition, the number of employees and customers (i.e., non-residents) visiting the Proposed Project on a daily basis is anticipated to be greater than that associated with the current commercial/retail use when it is fully operational. Thus, an increase in the demand for police protection services is anticipated. According to the Draft L.A. CEQA Thresholds Guide, police protection population is calculated according to the amount of square footage associated with a certain land use. The Proposed Project is estimated to generate a total of 1,442 persons (includes Project residents and employees) that would require police protection services. However, considering the police service population generation of the existing commercial/retail uses on

the Project Site, the Proposed Project would result in a net increase of 1,442 persons that would require police protection services (see Section IV.J., Population and Housing).

While there is not a directly proportional relationship between increases in land use activity and increases in demand for police protection services, the number of request for assistance calls for police response to retail burglaries, vehicle burglaries, damage to vehicles, traffic-related incidents, and crimes against persons would be anticipated to increase with the increase in onsite activity and increased traffic on adjacent streets and arterials. However, such calls are typical of problems experienced in existing commercial and residential neighborhoods in the project area and do not represent unique law enforcement issues specific to the Proposed Project.

The Proposed Project would include adequate and strategically positioned functional and thematic lighting to enhance public safety. Visually obstructed and infrequently accessed "dead zones" would be limited, and security would be deployed on the site. The building and layout design of the Proposed Project would also include crime prevention features, such as nighttime security lighting, full-time onsite professional security, building security systems, secure parking facilities, and any other security features recommended by the LAPD per Mitigation Measures K.2-2 and K.2-3. In addition, the continuous visible and non-visible presence of residents, employees, and customers at all times of the day would provide a sense of security during evening and early morning hours. The LAPD has stated that the Hollywood Community Police Station is staffed and equipped to provide full service to the Hollywood area, which includes the Project Site, and that the Proposed Project would not result in the need for construction or expansion of police stations or other police protection facilities.[11]

With the development of the Proposed Project, the 1,442-person net increase (748 population; 694 employees) in persons at the Project Site is anticipated to require an increase in police protection services (i.e., 2 additional officers)[12] in order to maintain the current officer to civilian ratio. However, the number of police officers assigned to any of LAPD's geographical police stations is based on the workload, not the population.[13] In addition, as previously stated, the current staff level of the existing Hollywood Community Police Station is adequate to effectively serve the project area, which includes the Project Site. Furthermore, the addition of 2 officers to the Hollywood Division would not require the construction of new police facilities. As such, no new or expanded police stations would be needed as a result of the Proposed Project, and there would be no long-term operational impacts to police protection services.

---

[11] *Written correspondence from Captain James Cansler, Los Angeles Police Department, October 25, 2005.*

[12] *Based upon the LAPD officer per population ratio of 1 officer for every 615 civilians.*

[13] *Written correspondence from Captain James Cansler, Los Angeles Police Department, October 25, 2005.*

Mitigation Measures

Construction

Recommended

Although the Proposed Project would not have a significant construction-related impact on police protection services, the following mitigation measure is recommended to further reduce the Proposed Project's less-than-significant construction-related police protection impacts.

K.2-1 During construction activities, the Project developer shall ensure that all onsite areas of active development, material and equipment storage, and vehicle staging, that are adjacent to existing public roadways, be secured to prevent trespass.

While the Proposed Project would not have a significant impact on police protection services following its buildout, the following mitigation measure is recommended to ensure that the LAPD's recommendations for the Proposed Project are addressed:

K.2-2 The building and layout design of the Proposed Project shall include crime prevention features, such as nighttime security lighting, full-time onsite professional security, building security systems, and secure parking facilities.

K.2-3 The Project developer shall submit a plot plan for the proposed development to the LAPD's Crime Prevention Section for review and comment. Security features subsequently recommended by the LAPD shall be implemented, to the extent feasible.

Level of Significance After Mitigation

The Proposed Project's impacts on police protection services would be less than significant without mitigation. The implementation of the recommended mitigation measures would further reduce the Proposed Project's less-than-significant impacts.

3. Schools

Based on LAUSD student generation rates, the Proposed Project would generate a net increase of approximately 97 elementary students, 45 middle school students, and 44 high school students. Assuming the most conservative estimate, it is assumed that all of the students projected to be generated by the Proposed Project are not currently enrolled in the LAUSD schools near the Project Site and would be enrolled upon relocation to the Project Site. While the Proposed Project would slightly increase the enrollment of Le Conte Middle School and Hollywood High School, which is expected to already be operating over capacity by the 2010-2011 school year, the middle and high school level students generated by the Proposed Project would not be expected to generate the specific need for a new or expanded school. This is partially attributed to the fact that there are several new or expanded schools that are currently under construction or have had sites selected in the Project area. Furthermore,

implementation Mitigation Measure K.3-1 would require the mandatory payment of school fees by the Applicant in conformance with SB 50, and in accordance with SB 50, payment of school fees is deemed to provide full and complete mitigation to impacts on schools pursuant CEQA. Thus, implementation of Mitigation Measure K.3-1 would ensure a less-than-significant project impact on schools.

Mitigation Measures

Operation

Code Required

The following mitigation measure is recommended to address any potential impacts to schools that may be associated with the Proposed Project:

K.3-1 The Project Applicant shall pay all applicable school fees to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the Project area.

Level of Significance After Mitigation

The Proposed Project's impact to schools would be reduced to a less-than-significant level with the implementation of the recommended mitigation measure.

4. Parks

Construction Impacts

As the Proposed Project would contribute 748 residents to the City's population, the Proposed Project is required to construct recreational facilities or pay applicable park/recreation fees. However, the Proposed Project does not entail the construction of any public park or recreational facilities. Thus, the Proposed Project would have no environmental impacts related to the construction of park and recreational facilities.

Operational Impacts

Typically, residential developments have the greatest potential to result in impacts to parks and recreation facilities. This is a result of residential developments generating a permanent increase in the population. The Proposed Project would result in a net increase of approximately 748 permanent residents to the site as is discussed in Section IV.J, Population and Housing. This net Project population increase would generate additional demand for recreation and park services when the Project is complete. Applying the long range planning goal in the Public Recreation Plan of four acres of parkland per 1,000 residents, the additional residents created by the Project would demand an equivalent of 2.99 acres of recreational space and uses.

The parkland to resident ratio for both the Hollywood Community Plan Area and the City of Los Angeles falls below the City's preferred standard of 4 acres per 1,000 residents at 0.41 and 0.70 acres per 1,000 residents, respectively. The flat portions of the Hollywood CPA is completely urbanized and built out with commercial and residential uses. The Los Angeles Department of Recreation and Parks (LARDP) does not at this time have any specific projects to develop new, or expand, existing parks in the Project area.

With the lack of, and opportunities for, new and/or expanded park projects on the planning horizon, current and future residents would continue to utilize existing LARDP facilities for recreation. Further, residents would need to seek out other opportunities such as privately owned and operated gymnasiums, swimming pools, golf courses, etc. to supplement recreational activities.

As identified above, the net increase in population for the Project Site would result in a demand equivalent to approximately 2.99 acres (or 130,244 square feet) of recreational opportunities. The Project is designed to include passive and active recreational opportunities for its residents. The Project's courtyards, swimming pool area and landscape areas would provide a total of approximately 57,860 square feet (approximately 1.2 acres) of common space. In addition, the Project would be required to pay fees to the City of Los Angeles Department of Building and Safety per dwelling unit in accordance with the Dwelling Unit Construction Tax requirements of Los Angeles Municipal Code Section 21.10.3.(b) to reduce impacts to parks and recreational uses. Based on the incorporation of on-site recreational amenities and the payment of the Dwelling Unit Construction Tax, demand for park recreation services generated by the Proposed Project would not be anticipated to exceed expected levels of service. For these reasons, the Project's impact on park and recreational uses within the Hollywood Community Plan area would be less than significant.

Mitigation Measures

The following mitigation measures are recommended to address any potential impacts to parks and recreational facilities that may be associated with the Proposed Project:

Operation

Code Required

K.4-1 The Applicant shall pay the required $200 per dwelling unit fee paid to the Department of Building and Safety in accordance to the Dwelling Unit Construction Tax required by the Los Angeles Municipal Code Section 21.10.3(b).

Recommended

K.4-2 The following recreational facilities shall be provided as part of the Proposed Project:

i. A public pedestrian plaza opening onto Santa Monica Boulevard on Site I;

ii. A landscaped open space area along Virginia Avenue shall be provided on Site I, connected to the Santa Monica Boulevard plaza by a landscaped pedestrian walkway (paseo);

iii. The roof-top of the existing 3-story (above grade) retail department store building shall be converted to a landscaped open space area for use by residents and the general public for leisure activities; and,

iv. Approximately 50,033 sq. ft. on Site I shall be left as common open space for use by all the residents at grade (or 1st story), at the 2nd story, and at the 4th story.

Level of Significance After Mitigation

The Proposed Project's impact to parks and recreational facilities would be reduced to a less-than-significant level with the implementation of the recommended mitigation measure.

5. Libraries

Development of the Proposed Project would increase the demand for library services in the area, with the addition of 748 new permanent residents. The Proposed Project would also result in a net increase of 694 employees; however, in general, employees of commercial sites are not likely to patronize libraries during working hours, as they are more likely to use libraries near their homes during non-work hours. Therefore, based on the State of California standards, the Proposed Project would generate need for 374 square feet (748 x 0.5) of library space and 1,496 (748 x 2) volumes of permanent collection.

The Cahuenga Branch does not currently meet the demand of the surrounding community, as its size is smaller than that required by the Los Angeles Public Library Branch Facilities Plan.[14] In addition, this library would be affected by the development of the Proposed Project, as it would result in the need for additional library facility space and permanent collection. As the Proposed Project would contribute new permanent population to the City and further increase demands on the currently inadequate Cahuenga Branch Library, the payment of library fees to the City would be required per Mitigation Measure K.5-1. Thus, with implementation of the identified mitigation, the Proposed Project would have a less than significant impact related to library facilities.

Mitigation Measures

Operation

[14] *Written correspondence from Rona Berns, Los Angeles Public Library, Library Facilities Division, November 10, 2005.*

Recommended

The following mitigation measure is recommended to address any potential impacts to library facilities that may be associated with the Proposed Project:

K.5-1 The Project Applicant shall pay all applicable library fees to the Los Angeles Public Library to offset the impact of additional library facility demand in the project area.

Level of Significance After Mitigation

The Proposed Project's impact to library facilities would be reduced to a less-than-significant level with the implementation of the recommended mitigation measure.

Transportation and Traffic

Construction

Potential traffic impacts from the demolition and excavation phases of the Project were examined. Based on the current Project design and existing site improvements, it is estimated that the demolition phase of the Project would require approximately 45 calendar days to complete. Demolition of the existing structures and parking areas would result in approximately 3,200 cubic yards of concrete, asphalt, and brick material to be removed from the site. An additional 600 tons of other debris generated by the demolition of the existing facilities would also be produced. Haul trucks will consist of three low-sided dump trucks, and two high-sided dump trucks. These trucks have a capacity of approximately 10 cubic yards of concrete, asphalt, or brick material, or approximately 19 tons of debris material each. Therefore, the demolition activities will result in a total of approximately 320 truckloads of concrete, asphalt, and brick materials, and 32 truckloads of debris.

For purposes of analysis, it is assumed that each haul truck (dump truck) is the equivalent of 2.0 passenger vehicles [passenger car equivalence (pce) = 2.0], due to their size and operational characteristics. Based on these assumptions, the demolition phase would result in 10 outbound pce trips (eight trips to the reclamation landfill, two pce trips to the transfer station). During the PM peak hour, a total of 10 inbound and 10 outbound pce trips would travel between the freeway and the site.

Additionally, the demolition phase would include a total of two equipment operators and four laborers at the Project Site. Assuming conservatively that each of these individuals drive separately to the Project Site in the morning, and leaves alone at the end of the workday, this would produce an additional six inbound trips in the morning (for a total of six inbound and 10 outbound pce trips), and six additional outbound trips in the evening (for a total of 10 inbound and 16 outbound pce trips). This amount of demolition traffic is not anticipated to result in significant impacts at any of the study intersections, street segments, or freeway facilities and impacts would be less than significant. However, environmental impacts on pedestrians and vehicles may result from project implementation due to haul routes. These potentially significant impacts will be mitigated to less than significant with implementation of recommended Mitigation Measures L-3 through L-5.

Excavation Phase

The excavation phase of the Project would entail the removal of approximately 300,000 cubic yards of earth from the site. This would be accomplished over an approximately 4 and one-half month period using approximately 50 14-cubic yard bottom dump semi-trailer trucks. The excavation phase would include a total of five equipment operators and six laborers at the site. Assuming conservatively that each of these individuals drives separately to the Project Site in the morning, and leaves alone at the end of the workday, this would produce an additional 11 inbound trips in the morning (for a total of 11 inbound and 83 outbound pce trips), and 11 additional outbound trips in the evening (for a total of 72 inbound and 83 outbound pce trips). This amount of excavation traffic is substantially higher than that anticipated for the demolition phase, and as a result, a supplemental traffic impact analysis was performed to identify whether the excavation hauling activity would produce any significant traffic impacts at the four study intersections along the proposed haul route between the project site and the Hollywood Freeway.

Excavation haul traffic would not have any significant impacts during the AM peak hour. However, during the PM peak hour, a temporary but significant traffic impact could result at the intersection of Santa Monica Boulevard and Western Avenue due to excavation haul truck activity. This impact would be limited in duration to the four and one-half months needed to complete the excavation of the site, and would disappear following this period.

Mitigation measures for this excavation phase impact would consist primarily of limiting peak hour haul truck traffic to the extent feasible, and encouraging worker carpools or vanpools to reduce the number of worker trips to and from the site. However, it is expected that, even with these measures, the excavation phase traffic impacts from the Project would be significant and unavoidable, although these impacts would also be transient, and would diminish and disappear as the Project's excavation phase is completed

Operation

Project Intersection Impacts

The City of Los Angeles defines a significant traffic impact based on a "stepped scale", with intersections at high volume –to-capacity ratios being more sensitive to additional traffic than those operating with available surplus capacity. A significant impact is identified as an increase in the Critical Movement Analysis (CMA) value of 0.010 or more, where the final ("With Project") Level of Service (LOS) is E or F; a CMA increase of 0.020 or more where the final LOS is D, or a CMA increase of 0.040 or more when the final LOS is C. No significant impacts are deemed to occur at LOS A or B, as these operating conditions exhibit sufficient surplus capacities to accommodate large traffic increases with little effect on traffic flows. The traffic conditions were evaluated at 20 study intersections that were selected in conjunction with the LADOT in the vicinity of the Project. These intersections included:

1. Sunset Boulevard & Van Ness Avenue
2. Sunset Boulevard & Wilton Place
3. Sunset Boulevard & Western Avenue

4. Fountain Avenue & Wilton Place
5. Hollywood Freeway NB On-Ramp & Western Avenue*
6. Lexington Avenue & Wilton Place
7. Lexington Avenue & St. Andrews Place**
8. Lexington Avenue & Western Avenue
9. Santa Monica Boulevard & Gower Street***
10. Santa Monica Boulevard & Bronson Avenue
11. Santa Monica Boulevard & Wilton Place
12. Santa Monica Boulevard & Western Avenue
13. Santa Monica Boulevard & Oxford Avenue/Hollywood Freeway SB On-Ramp
14. Santa Monica Boulevard & Serrano Avenue/Hollywood Freeway NB Off-Ramp
15. Santa Monica Boulevard & Normandie Avenue
16. Romaine Street & Western Avenue
17. Lemon Grove Avenue & Wilton Place
18. Lemon Grove Avenue & Western Avenue
19. Melrose Avenue & Wilton Place
20. Melrose Avenue & Western Avenue

* uncontrolled intersection
** all-way STOP-sign controlled intersection
*** two-way STOP-sign controlled intersection

As shown in Section IV.L, Transportation and Traffic, Table IV.L-8, nine of the study intersections will continue to operate at good levels of service (LOS A through LOS C) in the future year 2010, both with and without the Project. Future (2010) conditions at the intersections of Sunset Boulevard/Wilton Place and Santa Monica Boulevard/Normandie Avenue are forecast to operate at LOS C during the morning peak hour and LOS D during the P.M. peak hour. The intersections of Sunset Boulevard/Van Ness Avenue and Melrose Avenue/Wilton Place are forecast to operate at LOS D during both peak hours, both without and with the Project. The remaining study intersections are expected to operate at LOS E and/or LOS F during both peak hours.

Although the addition of Project traffic will increase the CMA or delay value at all of the study intersections during both peak hours, the incremental Project traffic additions will result in a change in level of service at only two of the study intersections. Prior to the addition of Project traffic, the intersection of Santa Monica Boulevard/Gower Street is expected to operate at LOS E during both peak hours. With the addition of Project traffic, this intersection is expected to operate at LOS F during the P.M. peak hour. The intersection of Santa Monica Boulevard/Wilton Place, immediately adjacent to the Project, is forecast to operate at LOS C for the Future (2010) Without Project condition. With the addition of Project traffic, this intersection is expected to operate at LOS D during both peak hours.

As shown in Table IV.L-8, the Proposed Project would significantly impact the following five study intersections:

5. Hollywood Freeway NB On-Ramp & Western Avenue
8. Santa Monica Boulevard & Gower Street
10. Santa Monica Boulevard & Wilton Place
11. Santa Monica Boulevard & Western Avenue
19. Melrose Avenue & Western Avenue

Therefore, traffic impacts associated with the Proposed Project would be potentially significant. However, with the implementation of the mitigation measures listed below, impacts would be reduced to less than significant.

Neighborhood Traffic Impacts

The Proposed Project is expected to result in significant traffic impacts to five intersections in the Project vicinity. These intersections are located along the Major and Secondary Highways providing the primary access routes to and from the Proposed Project, and would therefore be expected to carry the majority of the development's new traffic. However, as described earlier in this report, most of the street system immediately surrounding the Project Site is generally comprised of local residential streets. Despite the removal of the existing commercial development on the Project Site, the Project is expected to increase the amount of trips to and from the site by approximately 6,734 net new trips per day. It is possible that Project-related traffic traveling to and from the site could utilize local residential streets as access routes to avoid congestion on the primary travel routes, and thus could disrupt neighborhood traffic.

To evaluate the potential for future Project traffic impacts on the area neighborhood streets, an additional analysis was conducted to evaluate the effects of Project-related traffic increases on Wilton Place and St. Andrews Place north of the Project Site, on Virginia Avenue adjacent to the Project Site, and on Lexington Avenue north of the site.

Neighborhood traffic impacts, unlike the intersection analyses, are based on daily traffic volumes. City of Los Angeles guidelines for the evaluation of project traffic impacts on local streets utilizes a variable scale to determine the significance of potential traffic additions. Impacts are evaluated based on the project's traffic percentage of the total future (With Project) average daily traffic (ADT) volumes. These criteria, outlined in LADOT's current "Traffic Study Policies and Procedures" (November 1993), are summarized in Table IV.L-9.

In order to determine the potential impacts of the Project on the neighborhood, a total of seven residential street locations were examined. Neighborhood traffic impacts were evaluated for Wilton Place between Virginia Avenue and Lexington Avenue, and for north of Lexington Avenue; for St. Andrews Place between Virginia Avenue and Lexington Avenue; for Virginia Avenue adjacent to the Project Site and between St. Andrews Place and Western Avenue; and on Lexington Avenue between Wilton Place and St. Andrews Place, and between St. Andrews Place and the Hollywood Freeway (US-101) southbound

off-ramp. These locations are along the residential streets that would most likely to be affected by Project traffic.

New 24-hour traffic counts were performed for the two street segments to establish existing conditions. Future traffic volumes for these facilities were estimated using the same procedures and assumptions described previously in the development of future intersection volumes. These future traffic estimates included both ambient traffic growth and "related project" traffic. Finally, Project traffic volumes, including the removal of existing traffic from the commercial developments on the site, were added, and the incremental effects of that traffic calculated. The results of the analysis of neighborhood traffic are summarized in Table IV.L-10.

As shown in Table IV.L-9, the development of the Proposed Project could produce significant traffic impacts on four of the seven residential street segments analyzed, although the largest impacts will occur on the street segments located immediately adjacent to the Project Site. The locations of the residential street impacts are listed below.

- Virginia Avenue, east of Wilton Place
- Virginia Avenue, west of Western Avenue
- St. Andrews Place, south of Lexington Avenue
- Lexington Avenue, west of Hollywood Freeway (US-101) SB Off-Ramp

Mitigation measures to address these significant impacts are difficult to assess. Although this component of the Project is expected to increase the number of vehicles traveling on the nearby residential streets during the day, these vehicles will be residential-oriented automobiles that have the right to use the residential streets within their own community, rather than being larger commercial trucks or other vehicles associated with the commercial components of the development. Additionally, although not specifically identified in the Project traffic analysis, many additional vehicles on the nearby residential streets will be generated by residents of those communities themselves, as they take advantage of the services and amenities provided by the Proposed Project. These types of trips would not reasonably be considered new traffic in a residential area, although it is identified as such as part of this conservative impact analysis. Additionally, the Project's retail components are intended to serve the local community, and are not anticipated to add substantially to the traffic levels on the nearby residential streets. The residents of the residential component of the Project will likely have to travel to and from work, most likely utilizing the nearby Hollywood Freeway along Lexington Avenue and St. Andrews Place, and beginning the commute from the Project residential driveways on Virginia Avenue. This would affect the three street segments potentially impacted by the Project.

Despite these factors, and the fact that actual neighborhood impacts are expected to be substantially less than are indicated in the preceding analysis, it is recommended that the Project developer provide funding for the development and implementation of a meaningful neighborhood traffic management program. This program would be developed jointly by LADOT and representatives of the homeowners associations

surrounding the Project Site, and could include, but not be limited to, installation of additional STOP signs or speed humps to reduce travel speeds on these local streets, chokers or diverters to channel traffic, turn restrictions, or even cul-de-sacs. Other measures, including funding of the design for a new traffic signal at the Project-adjacent intersection of Wilton Place and Virginia Avenue, for City installation should it meet the appropriate warrants, could also be included. The amount of the fund will be determined by LADOT as appropriate to provide adequate measures to achieve the neighborhood traffic management goals identified above.

Future Freeway Conditions

A review of the Project vicinity indicates that nearest CMP intersections are located on Santa Monica Boulevard at Western Avenue and at Santa Monica Boulevard at Highland Avenue. However, the Project would not add 50 or more new trips to these CMP intersections. Thus, no additional CMA analysis is required at these CMP intersections. In addition, the Project would not add more than 150 new trips to any freeway segment in the study area. Therefore, no additional freeway segment analysis is required.

Parking and Access

The City of Los Angeles Municipal Code (L.A.M.C) specifies parking requirements for new developments. Commercial uses (office, retail) within the Redevelopment Area provide a minimum of two parking spaces per 1,000 square feet of floor area. The following ratios apply to the development of residential uses:

- One parking space per unit for each unit with less than three habitable rooms.
- One and one-half parking spaces for each unit with three habitable rooms.
- Two parking spaces for each unit with more than three habitable rooms. (L.A.M.C §12.21.A.4(a))

Habitable rooms are defined by the L.A.M.C as any interior space, over 50 square feet, of a residential dwelling unit, not including lobbies, closets, hallways, bathrooms, or storage areas (L.A.M.C §12.03). Based on these requirements, the Proposed Project must provide 1,339 parking spaces for Site I, 36 for Site II, and 57 for Site III to meet the L.A.M.C requirements.

As part of the Proposed Project, a multi-level subterranean parking garage will be constructed beneath Site I. This parking garage will provide a total of 844 parking spaces exclusively for the residential use and 827 spaces for the retail/restaurant use, for a total parking supply of 1,671 spaces for Site I. As part of the Proposed Project, a single-level subterranean parking garage with 54 spaces will be constructed beneath Site II and a single-level subterranean parking garage with 86 spaces will be constructed beneath Site III. The Proposed Project would provide a total of 1,811 parking spaces. Therefore, parking demand would not exceed the amount of parking provided by the Project, and the Project would help relieve

existing on-street parking demand. As such, no parking deficiency is anticipated and parking impacts associated with the Proposed Project would be less than significant.

Project access will be provided via driveways on Virginia Avenue, Wilton Place, and Saint Andrews Place. There will be no Project driveway on Santa Monica Boulevard. The Project driveway on Virginia Avenue, approximately 140 feet east of Wilton Place, will provide access to resident-only parking for Site I. Driveways on Wilton Place and Saint Andrews Place will provide access to parking for the Project retail/restaurant uses. Access to the site's loading docks will also be located on Wilton Place and Saint Andrews Place. Driveways on the north and south side of Virginia Avenue, approximately 84 feet east of Saint Andrews Place, will provide access to the subterranean parking provided for Site II and Site III, respectively.

The driveway volumes are not expected to be excessive, with peak driveway volumes well within the capacity of the proposed driveways. It is not currently known what type of access control, if any, will be utilized at the driveways. However, typical gate-arm "ticket spitters" or other manually operated access controls typically exhibit capacities of approximately 450 to 650 vehicles per hour per lane, depending on the method of operation. The anticipated peak driveway volumes for the Proposed Project are far below these capacities. As a result, no significant access impacts are expected to occur at any of the Project driveways, even if access controls are installed. However, in order to ensure that no vehicular queues develop onto the fronting streets, it is recommended that any gate arms or kiosks should be placed sufficiently far into the site to allow a minimum queue of two vehicles.

Mitigation Measures

Construction

Recommended

L-1 Construction excavation trucks shall be limited to travel outside of the AM and PM peak hours to reduce truck traffic impacts.

L-2 Construction workers shall be encouraged to carpool or vanpool to the Project Site during construction of the Proposed Project to reduce vehicle trips.

L-3 Projects involving the import/export of 20,000 cubic yards of more of dirt shall obtain haul route approval by the Department of Building and Safety.

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

L-5 Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

Operation

Recommended

L-6 A new traffic signal is proposed to be installed at the Hollywood Freeway northbound on-ramp and Western Avenue intersection. However, LADOT has rejected this proposal due to high congestion on the freeway on-ramp. No other feasible mitigation is available for this intersection.

L-7 The northbound approach of Gower Street, south of Santa Monica Boulevard, shall be restriped, and on-street parking restrictions shall be implemented, to provide one left-turn only lane, one through lane, and one right-turn only lane. This improvement would result in the loss of approximately three parking spaces on Gower Street in order to accommodate the northbound right-turn only lane.

L-8 The north side of Santa Monica Boulevard shall be dedicated and widened along the Project frontage to install a new right-turn only lane in addition to one left-turn only lane and two through lanes in the westbound direction. Additionally, the east side of Wilton Place shall be widened within the existing right-of-way south of Santa Monica Boulevard, to provide one-left through shared land, one through lane, and one right-turn only lane in the northbound direction.

Roadway improvements along Santa Monica Boulevard require coordination and concurrence of Caltrans.

L-9 The north and south sides of Santa Monica Boulevard shall each be widened by one foot within the existing right-of-way east of Western Avenue to install a new westbound right-turn only lane, in addition to one left-turn only lane and two through lanes. The eastbound approach of Santa Monica Boulevard shall be restriped to appropriately align the travel lanes.

Roadway improvements along Santa Monica Boulevard require coordination and concurrence of Caltrans.

In addition to the measure recommended above, which is designed to address the specific traffic impacts of the Proposed Project, there are other issues at this location involving pedestrian and vehicular conflicts. The existing locations and schedules for public transit buses result in pedestrians crossing both Santa Monica Boulevard and Western Avenue to transfer buses, sometimes crossing against the "Don't Walk" indications or not utilizing the crosswalks in an attempt to catch available buses without having to wait for subsequent vehicles. This condition is exacerbated by existing vehicular congestion, which results in driver frustration and potential lack of awareness of the pedestrian traffic, especially outside the crosswalks or outside the indicated crossing times. Therefore, although not specifically a Project-related impact, it is recommended that, as part of the Project's mitigation for this location, the developer work with the Metropolitan Transportation Authority (MTA), LADOT, and Community Redevelopment Agency (CRA) to identify potential strategies and/or improvements to address this issue. These improvements could include relocation of some or all of the bus stops to minimize pedestrian needs to cross streets to accommodate the most popular route transfers, upgrading of the pedestrian crosswalk indicators to

include "count down" timers for remaining crossing time, installation of physical barriers to direct and encourage pedestrians to use the crosswalks, or a combination of these and other measures to reduce existing and future pedestrian/vehicular conflicts at this intersection.

L-10 Melrose Avenue, south of Western Avenue shall be restriped to install a new northbound right-turn only lane, in addition to one left-turn only lane and two through lanes.

L-11 The Proposed Project could also create significant impacts along several of the residential streets surrounding the Project Site. In order to address this impact, it is recommended that the developers provide funding for development and implementation a neighborhood traffic management program, to minimize or mitigate the impacts of additional daily traffic in the Project vicinity. This program would be developed jointly by LADOT and representatives of the homeowners associations surrounding the project site to could include, but not be limited to, installation of additional STOP signs or speed humps to reduce travel speeds on these local streets, chokers or diverters to channel traffic, turn restrictions, or even cul-de-sacs. Other measures, including funding of the design for a new traffic signal at the project-adjacent intersection of Wilton Place and Virginia Avenue, for City installation should it meet the appropriate warrants, could also be included. The amount of the fund will be determined by LADOT.

L-12 The Project Applicant shall provide gated entry into all Project Site subterranean parking facilities on all three properties (Sites I, II and III), with room for 2 cars to queue.

Level of Significance After Mitigation

Project construction excavation would result in a temporary significant impact. With implementation of Mitigation Measures L-1 through L-5, impacts would still be significant and therefore unavoidable, though temporary until the construction excavation phase has been completed. With the implementation of the traffic Mitigation Measures L-7 through L-12, impacts associated with the operation of the Proposed Project would be reduced to a level of less than significant. However, Mitigation Measures L-8 and L-9 require coordination and concurrence of Caltrans. In the event that the concurrence of Caltrans cannot be obtained, these improvements cannot be implemented, and impacts along Santa Monica Boulevard at Wilton Place and Western Avenue, and at Western Avenue and the Hollywood Freeway (US-101) northbound on-ramp would remain significant and unavoidable. Additionally, there is no currently feasible mitigation to address the project impact at the intersection of Western Avenue and the Hollywood Freeway NB On-Ramp. Project impacts at this location will remain significant and unavoidable.

Utilities

1. Wastewater

The Proposed Project is anticipated to generate a net increase of 81,308 gpd of wastewater. The existing sewer lines are not experiencing any problems or deficiencies and would be able to handle the additional flow of sewage from the Proposed Project. A disruption in sewer service in the Project area would not occur because there are existing 12-inch and 8-inch sewer lines in the vicinity of the Proposed Project.

Sewage generated by the Proposed Project would continue to flow to the Hyperion Treatment Plant, which will have adequate capacity to accommodate the increase in sewage flow. In addition, in order to comply with the City's water conservation and sewer allocation ordinances, the Proposed Project's new commercial and residential development shall be equipped with water conservation devices (i.e., toilets, faucets, showerheads, etc.), which would help to reduce the amount of wastewater. The Proposed Project would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities. Therefore, the Proposed Project would have a less than significant impact upon sewer lines and services.

Mitigation Measures

The Proposed Project would not result in any significant impacts relative to sewer service; therefore, no mitigation measures are required.

Level of Significance After Mitigation

Implementation of the Proposed Project would not have a significant impact on sewer services.

2. Water

The Proposed Project would result in a net increase of 97,569 gpd of water consumption. The existing water infrastructure serving the Project area could accommodate estimated water consumption for the Proposed Project and thus, service will be provided routinely in accordance with the LADWP's Rules and Regulations. Therefore, the Proposed Project will have a less than significant impact upon water service.

Mitigation Measures

Operation

Recommended

Although the Proposed Project would have no impact on water supply, the following mitigation measures are recommended to ensure compliance with Sections 121.00 through 122.00 of the L.A.M.C:

M.2-1 The Project developer shall ensure that the landscape irrigation system be designed, installed and tested to provide uniform irrigation coverage. Sprinkler head patterns shall be adjusted to minimize over spray onto walkways and streets.

M.2-2 The Project developer shall install either a "smart sprinkler" system to provide irrigation for the landscaped areas or, at a minimum, set automatic irrigation timers to water landscaping during early morning or late evening hours to reduce water losses from evaporation. Irrigation run times for all zones shall be adjusted seasonally, reducing water times and frequency in the cooler months (fall, winter, spring). Sprinkler timer run times shall be adjusted to avoid water runoff, especially when irrigating sloped property.

M.2-3 The Project developer shall select and use drought-tolerant, low-water-consuming plant varieties to reduce irrigation water consumption.

M.2-4 The Project developer shall install low-flush water toilets and water-saving showerheads in new construction. Low-flow faucet aerators should be installed on all sink faucets.

Level of Significance After Mitigation

The Proposed Project would not have an impact on water supply. However, the implementation of the recommended mitigation measures are recommended to ensure compliance with the L.A.M.C.

3. Solid Waste

Construction activities generate a variety of scraps and wastes, with the majority of recyclables being wood waste, drywall, metal, paper, and cardboard. Based on a construction generation rate of 4.38 pounds of waste for every square foot of new residential construction and 3.89 pounds of waste for every square foot of new nonresidential construction,[15] the construction of the Proposed Project is estimated to generate approximately 2,988,271 pounds (1,494 tons) of solid waste over the construction period[16]. Recycling of construction-related waste materials in compliance with AB 939 would substantially reduce this waste stream that would otherwise go to a landfill. Therefore, approximately 1,494,136 pounds (747 tons) of construction waste[17] would be disposed of in the landfills.

The remaining combined daily intake of the Sunshine Canyon and Chiquita Canyon Landfill is 6,279 tons per day. As such, they would have adequate capacity to accommodate the average daily construction waste of 567.2 tons generated by the Proposed Project over its approximately three-year construction period. Therefore, a less-than-significant impact associated with construction waste would occur.

The Proposed Project would result in a net increase 2,880 pounds or 1.44 tons of solid waste per day. The Sunshine Canyon Landfill is permitted to receive 11,000 tons per day and currently receives 5,781 tons per day. Therefore, the Sunshine Canyon Landfill can receive an additional 5,219 tons per day before it reaches its permitted daily capacity. If the Proposed Project's entire 2,880 pounds or 0.72 tons per day of solid waste (that would be disposed in local landfills) was disposed of in the Sunshine Canyon Landfill, the Sunshine Canyon Landfill would have more than enough permitted capacity to accommodate this additional contribution of approximately three quarters of one ton per day. Given the minimal increase, the Proposed Project would not result in the need for additional waste collection routes, recycling or

---

[15] *USEPA Report No EPA530-98-010, Characterization of Building Related Construction and Demolition Debris in the United States, July 1998, page A-1.*

[16] *Based on approximately 448,090 sq. ft. of new residential uses and 263,660 sq. ft. of new non-residential uses.*

[17] *(2,988,271 pounds of solid waste generated by construction of the Proposed Project)/2 per AB 939.*

disposal facilities to dispose of he small amount of proposed waste, therefore, project impacts on solid waste would be less than significant.

Mitigation Measures

Construction

Code Required

The Proposed Project's impacts on the City's solid waste disposal facilities would be less than significant and mitigation measures are, therefore, not required. Nonetheless, the following measures are recommended to further reduce the Proposed Project's already less-than-significant short-term construction-related solid waste impacts:

M.3-1 In compliance with AB 939, the construction contractor shall only contract for waste disposal services with a company that recycles construction-related wastes.

M.3-2 In compliance with AB 939, to facilitate the onsite separation and recycling of construction-related wastes, the construction contractor should provide temporary waste separation bins onsite during construction.

Operation

Code Required

The following mitigation measure is recommended to further reduce the Proposed Project's already less-than-significant long-term solid waste impacts:

M.3-3 In compliance with Los Angeles City Ordinance 171.687, to support recycling of operational wastes, the Proposed Project would include required minimum space for recycling containers.

Level of Significance After Mitigation

The Proposed Project's impacts on the City's solid waste disposal facilities would be less than significant without mitigation. However, implementation of the recommended mitigation measures would further reduce the Proposed Project's impacts.

Energy Conservation

1. Electricity

The estimated net increase in electricity consumption by the Proposed Project is approximately 17,010 kwH per day. The LADWP has indicated that there are no service problems in the Project area and that they can accommodate the electricity demands of the Proposed Project with the existing infrastructure. Therefore, the Proposed Project would not entail expansion of distribution infrastructure nor capacity-enhancing alterations to existing facilities.

Title 24 of the California Code of Regulations establishes energy conservation standards for new construction, including residential and non-residential buildings. The Proposed Project would comply with Title 24 energy conservation standards for insulation, glazing, lighting, shading, and water and space heating systems in all new construction. With modern energy efficient construction materials and compliance with Title 24 standards, the Proposed Project would be consistent with the State's energy conservation standards and, therefore, would not conflict with adopted energy conservation plans.

The Proposed Project would result in a net increase in electricity consumption from the existing commercial/retail use, and would require the installation of on-site transformation facilities.[18] However, under the City Charter, the LADWP has an obligation to serve the citizens of the City. Therefore, the Proposed Project has been factored into the projected load growth electricity demands. Furthermore, the Proposed Project would be required to comply with Title 24 of the CCR, which establishes energy conservation standards for new construction. Therefore, there would be a less-than-significant impact on electrical supply systems.

Mitigation Measures

Operation

Recommended

The Proposed Project's impacts on electricity consumption would be less than significant and mitigation measures are, therefore, not required. Nonetheless, the following measure is recommended to further reduce the Proposed Project's already less-than-significant impacts with respect to electricity consumption:

M.4-1 The Project Applicant shall comply with Title 24 of the California Administrative Code with regard to potential energy conservation measures for the Project. Examples of such energy conservation measures include:

- Install windows (i.e., tinting, double pane glass, etc.) to reduce thermal gain and loss, thus cooling loads during warm weather and heating loads during cool weather.

- Install thermal insulation in walls and ceilings.

[18] *Written correspondence from Charles Holloway, Los Angeles Department of Water and Power, October 4, 2005.*

- Install time control exterior lighting. These systems should be programmed to account for variations in seasonal daylight times.
- Limit outdoor lighting while still maintaining minimum security and safety standards.
- Install built-in appliances, refrigerators, and space-conditioning equipment.
- Use natural ventilation wherever possible.

Level of Significance After Mitigation

There would be no impact by the Proposed Project on electricity services.

2. Natural Gas

The estimated net increase in natural gas consumption by the Proposed Project is approximately 79,347 cubic feet per day. According to the Southern California Gas Company, the existing natural gas mains in the Project area could accommodate the demand for natural gas of the Proposed Project. Because demand projected for the Proposed Project would not exceed available or planned supply, and new infrastructure would not be required to serve the Project Site, this impact would be less than significant.

Title 24 of the CCR established energy conservation standards for new construction, including residential and non-residential buildings. These standards relate to increased energy conservation standards for insulation, glazing, lighting, shading, and water and space heating systems in new construction. The Proposed Project would comply with the standards in Title 24 as they relate to the conservation of natural gas. Furthermore, the Proposed Project would use modern energy-efficient construction materials and otherwise comply with the State's energy conservation standards. Thus, the Proposed Project would not conflict with adopted energy conservation plans.

Mitigation Measures

The Proposed Project would not result in any significant natural gas impacts; therefore, no mitigation measures are required. However, Mitigation Measure M.4-1, provided in the previous section under Electricity Consumption, applies for long-term reduction in Natural Gas Consumption (see Section IV.M.4, Electricity).

Level of Significance After Mitigation

There would be no impact by the Proposed Project on natural gas services.