



CITY OF LOS ANGELES  
DEPARTMENT OF CITY PLANNING  
CITY HALL 200 NORTH SPRING STREET LOS ANGELES CA 90012

# INITIAL STUDY

## 6400 Sunset Boulevard Project

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Case Number: ENV-2016-3631-EIR

**Project Address:** 6400 W. Sunset Boulevard, Los Angeles, California, 90028

**Community Plan Area:** Hollywood

**Council District:** 13—O'Farrell

**Project Description:** The Project is a 28-story mixed-use building on an 0.89-acre (38,722 square-foot) site (Project Site) located at 6400 Sunset Boulevard in the Hollywood Community Plan Area of the City of Los Angeles (City). The Project would include 232 residential units, including ten units for Very Low Income (VLI) households, 32,117 square feet of open space, and 7,000 square feet of commercial uses. The proposed building would be comprised of 28 above-ground levels and two subterranean parking levels and would have a maximum height of 318 feet. Upon completion, the Project would result in 230,987 square feet of new floor area and a maximum floor area ratio (FAR) of 6:1.

**PREPARED FOR:**

The City of Los Angeles  
Department of City Planning

**PREPARED BY:**

Eyestone Environmental

**APPLICANT:**

6400 Sunset, LLC

August 2017

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# CITY OF LOS ANGELES

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

## CALIFORNIA ENVIRONMENTAL QUALITY ACT INITIAL STUDY AND APPENDIX G CHECKLIST

LEAD CITY AGENCY	COUNCIL DISTRICT	DATE
City of Los Angeles Department of City Planning	13	August 7, 2017

### RESPONSIBLE AGENCIES

Including, but not limited to, the Regional Water Quality Control Board, South Coast Air Quality Management District, and the Federal Aviation Administration.

PROJECT TITLE/NO.	CASE NOS.
6400 Sunset Boulevard Project	ENV-2016-3631-EIR CPC-2016-3630-ZC-HD-DB-MCUP-SPR VTT-74496

### PROJECT LOCATION

6400 W. Sunset Boulevard, Los Angeles, CA 90028

APPLICANT NAME AND ADDRESS	PHONE NUMBER
6400 Sunset, LLC	(310) 556-2300

### PROJECT DESCRIPTION:

The Project is a 28-story mixed-use building (Project) on an 0.89-acre (38,722 square-foot) site (Project Site) located at 6400 Sunset Boulevard in the Hollywood Community Plan Area of the City of Los Angeles (City). The Project would include 232 residential units, including ten units for Very Low Income (VLI) households, 32,117 square feet of open space, and 7,000 square feet of commercial uses. The proposed building would be comprised of 28 above-ground levels and two subterranean parking levels and would have a maximum height of 318 feet. Upon completion, the Project would result in 230,987 square feet of new floor area and a maximum floor area ratio (FAR) of 6:1. (For additional detail, see Attachment A).

### ENVIRONMENTAL SETTING:

The Project Site is 0.89 net acre (38,722 square feet net) and comprised of a Northern Lot and a Southern Lot. The Northern Lot is 0.73 acre (31,800 square feet net) and is currently occupied by Amoeba Music store, a 47-foot-tall building with 43,077 square feet of floor area and a subterranean parking garage. The existing two- to three-story Amoeba Music store building includes a large rooftop structure with a variety of tenant signs. The Southern Lot is 0.16 net acre (6,912 square feet net) and is located 150 feet south of the Northern Lot. The Southern Lot is comprised of a surface parking lot that contains 21 surface parking spaces for the Amoeba Music store. There is no landscaping on the Project Site. Vehicular access to the subterranean parking within the Northern Lot is provided by a driveway along Cahuenga Boulevard. Vehicular access to the surface parking area within the Southern Lot is provided via an entrance along Ivar Avenue and an exit along Cahuenga Boulevard.

The Project Site is located in a dense, highly urbanized area within the Hollywood Community Plan. The Northern Lot and Southern Lot are separated by the Lure Nightclub and Le Jardin night club. Surrounding uses include a Jack In The Box restaurant with a drive-thru to the north, the Los Angeles Film School to the northeast, and a two-story commercial building to the northwest across Sunset Boulevard; a one- and two-story office buildings, including a post-production facility occupied by Create TV to the southeast; the former BuzzFeed Motion Pictures campus to the southeast, and the Hollywood Civic Center, which includes the Los Angeles Fire

Department Station 27, the Los Angeles Fire Department Historical Society Museum, and the Los Angeles Police Department—Hollywood Station to the southwest; the ArcLight Cinema complex, which includes the historic Cinerama Dome, a 24-Hour Fitness facility, several restaurants and retail shops, and a seven-story parking structure to the east; and the 14 story CNN high-rise building to the west. (For additional detail, see Attachment A).

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?

Yes; June 28, 2017

### ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

### DETERMINATION (To be completed by Lead Agency)

#### On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Alejandro A. Huerta

PRINTED NAME



SIGNATURE

City Planning Associate

TITLE

(213) 978-1454

TELEPHONE NUMBER

## EVALUATION OF ENVIRONMENTAL IMPACTS:

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. AESTHETICS.</b> Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>II. AGRICULTURAL AND FOREST RESOURCES.</b> In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**III. AIR QUALITY.** Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a. Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**IV. BIOLOGICAL RESOURCES.** Would the project:

a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**V. CULTURAL RESOURCES:** Would the project:

a. Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**VI. GEOLOGY AND SOILS.** Would the project:

a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault, caused in whole or in part by the project's exacerbation of the existing environmental conditions? Refer to Division of Mines and Geology Special Publication 42.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking caused in whole or in part by the project's exacerbation of the existing environmental conditions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction, caused in whole or in part by the project's exacerbation of the existing environmental conditions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv. Landslides, caused in whole or in part by the project's exacerbation of the existing environmental conditions?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Be located on a geologic unit that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse, caused in whole or in part by the project's exacerbation of the existing environmental conditions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property caused in whole or in part by the project's exacerbation of the existing environmental conditions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**VII. GREENHOUSE GAS EMISSIONS.** Would the project:

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**VIII. HAZARDS AND HAZARDOUS MATERIALS.** Would the project:

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment caused in whole or in part from the project's exacerbation of existing environmental conditions?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including, where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands, caused in whole or in part from the project's exacerbation of existing environmental conditions?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**X. LAND USE AND PLANNING.** Would the project:

a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XI. MINERAL RESOURCES.** Would the project:

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

a. Fire protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Police protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Schools?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Parks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Other public facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**XV. RECREATION.**

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVI. TRANSPORTATION/TRAFFIC.</b> Would the project:				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>XVII. TRIBAL CULTURAL RESOURCES.</b> Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**XVIII. UTILITIES AND SERVICE SYSTEMS.** Would the project:

a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**XIX. MANDATORY FINDINGS OF SIGNIFICANCE.**

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## **A. Project Description**

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# INITIAL STUDY

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## Attachment A: Project Description

### Project Summary

The Project is a 28-story mixed-use building (Project) on an 0.89-acre (38,722 square-foot) site (Project Site) located at 6400 Sunset Boulevard in the Hollywood Community Plan Area of the City of Los Angeles (City). The Project would include 232 residential units, including 5 percent (ten units) for Very Low Income (VLI) households, 32,117 square feet of open space, and 7,000 square feet of commercial uses. The proposed building would be comprised of 28 above-ground levels and two subterranean parking levels, and would have a maximum height of 318 feet. Upon completion, the Project would result in 230,987 square feet of new floor area and a maximum floor area ratio (FAR) of 6:1.

### A. Environmental Setting

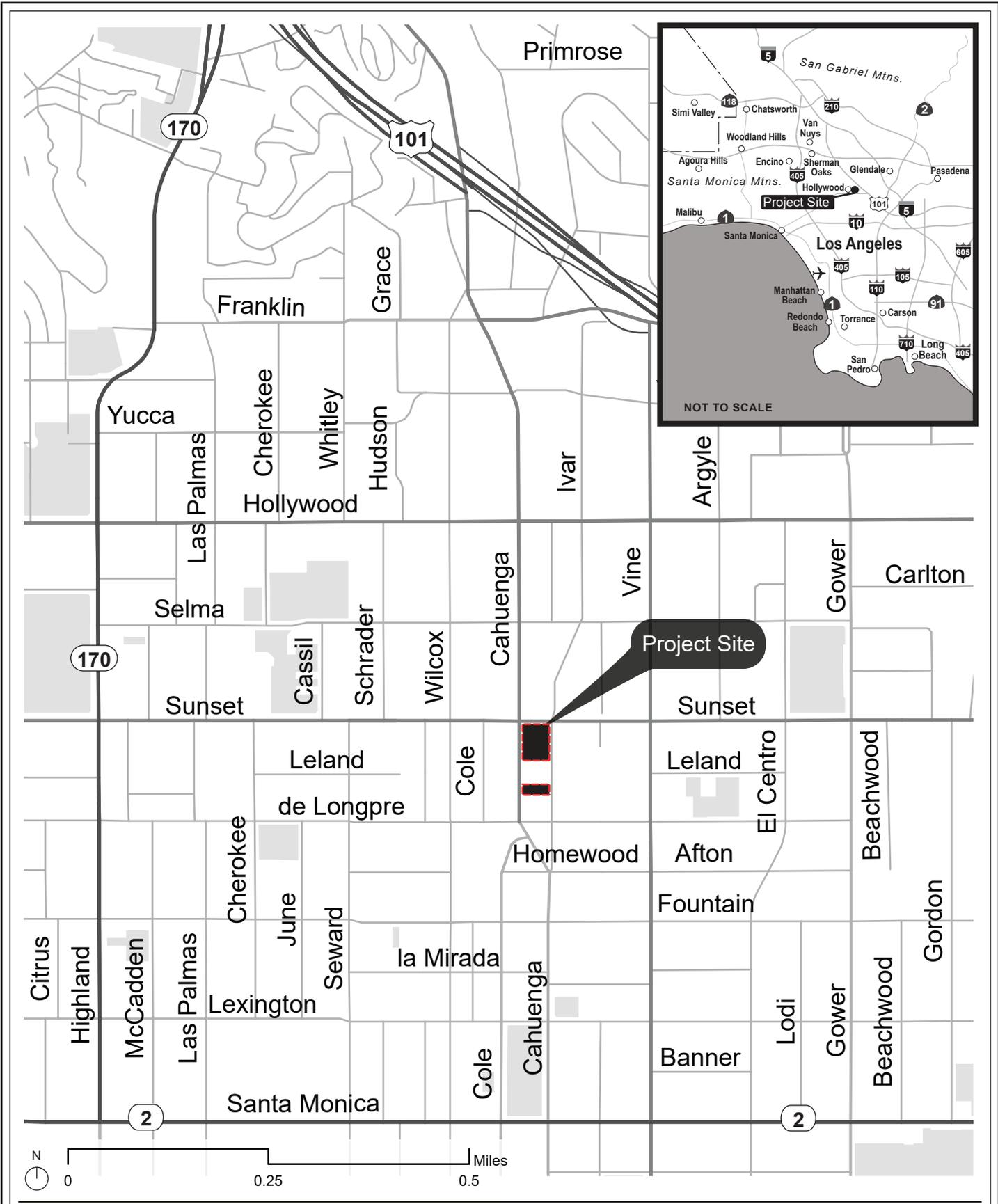
#### 1. Project Location

As shown in Figure A-1 on page A-2, the Project Site is located in the Hollywood Community Plan Area, approximately 6.2 miles northwest of downtown Los Angeles and approximately 12 miles northeast of the Pacific Ocean. The Project Site is specifically located at 6400 Sunset Boulevard, Los Angeles, California, 90028, and is bounded by Sunset Boulevard to the north, an alley to the south, Ivar Avenue to the east, and Cahuenga Boulevard to the west. Primary regional access to the Project Site is provided via U.S. Route 101 (US-101), which runs northwest-southeast and is located less than one mile to the east of the Project Site. Other major arterials providing regional and sub-regional access to the Project Site include Sunset Boulevard, Cahuenga Boulevard, Highland Avenue, Vine Street, Hollywood Boulevard, and Santa Monica Boulevard. The Project Site has convenient access to public transportation and is served by the Los Angeles County Metropolitan Transportation Authority (Metro) Red Line, the Metro Rapid Transit Bus Line 704, and Metro Bus Lines 2, 4, 210, 212, 217, 222, 302, and 312. The closest Metro station is the Metro Red Line Hollywood/Vine Station, located approximately 0.3 mile northeast of the Project Site.

#### 2. Existing Uses

##### a. Existing Conditions

The existing site is seen in the aerial photograph provided in Figure A-2 on page A-3. The Project Site is 0.89 net acre (38,722 square feet net) and comprised of a Northern Lot and a



**Figure A-1**  
Project Location Map



**Figure A-2**  
Aerial View of the Project Site and Vicinity

Source: Johnson Fain, 2016; GPI Properties, 2016.

Southern Lot. The Northern Lot is 0.73 acre (31,800 square feet net) and is currently occupied by the two- to three-story Amoeba Music store, a 47-foot-tall building with 43,077 square feet of floor area and a single-level subterranean parking garage. The existing Amoeba Music store building includes a large rooftop structure with a variety of tenant signs. The Southern Lot is 0.16 net acre (6,912 square feet net) and is located 150 feet south of the Northern Lot. The Southern Lot is comprised of a surface parking lot that contains 21 surface parking spaces for the Amoeba Music store. There is no landscaping on the Project Site. Vehicular access to the subterranean parking within the Northern Lot is currently provided by a driveway along Cahuenga Boulevard. Vehicular access to the surface parking area within the Southern Lot is provided via an entrance along Ivar Avenue and an exit along Cahuenga Boulevard.

## b. Land Use and Zoning

### *(1) Hollywood Community Plan*

The Project Site is located within the area of the Hollywood Community Plan (Community Plan), adopted in December 1988, and designated for Regional Center Commercial land uses by the Community Plan. Regional Center Commercial areas are intended to accommodate the development of high-rise office buildings, large hotels, regional shopping complexes, entertainment centers, and both high-rise and low-rise apartment buildings. Corresponding zoning designations for this land use designation include the C2 (Commercial), C4 (Commercial), P (Parking), PB (Parking Building), RAS3 (Residential/Accessory Services), and RAS4 (Residential/Accessory Services) zones of the Los Angeles Municipal Code (LAMC).

### *(2) City of Los Angeles Municipal Code*

Three of the four lots that comprise the Northern Lot of the Project Site are zoned C4-2D-SN (Commercial, Height District 2 with Development Limitation, Hollywood Signage Supplemental Use District). The C4 zone permits R4 multiple dwelling residential uses and a wide array of commercial and retail uses for commercial zones. The Height District 2 designation does not impose a height limitation but does impose a maximum FAR of 6:1. The “D” limitation further limits the total floor area contained in all buildings to a FAR of 3:1 (per Ordinance No. 165,651, adopted in 1990), which may be exceeded if the Project conforms to the Hollywood Redevelopment Plan and the Project is approved by the City Planning Commission. The SN designation indicates that the part of the Northern Lot along Sunset Boulevard is within the Hollywood Signage Supplemental Use District (HSSUD). The southern portion of the Northern Lot and the Southern Lot are zoned C4-2D, but are not located within the HSSUD.

### *(3) Hollywood Redevelopment Plan*

The Project Site is located within the Hollywood Redevelopment Project area (Redevelopment Area) as designated by the now defunct Community Redevelopment Agency, and currently operated by CRA/LA, the successor agency and a Designated Local Authority. Projects within the Redevelopment Area must comply with CRA/LA’s Hollywood Redevelopment Plan (Redevelopment Plan) and are subject to review and approval by the CRA/LA. Because the Project Site is in the Redevelopment Area, it is eligible for reduced parking. Specifically, pursuant

to LAMC Section 12.21-A,4(x)(3), the Project's commercial uses can provide two parking spaces per 1,000 gross square feet of commercial floor area.

### 3. Surrounding Land Uses

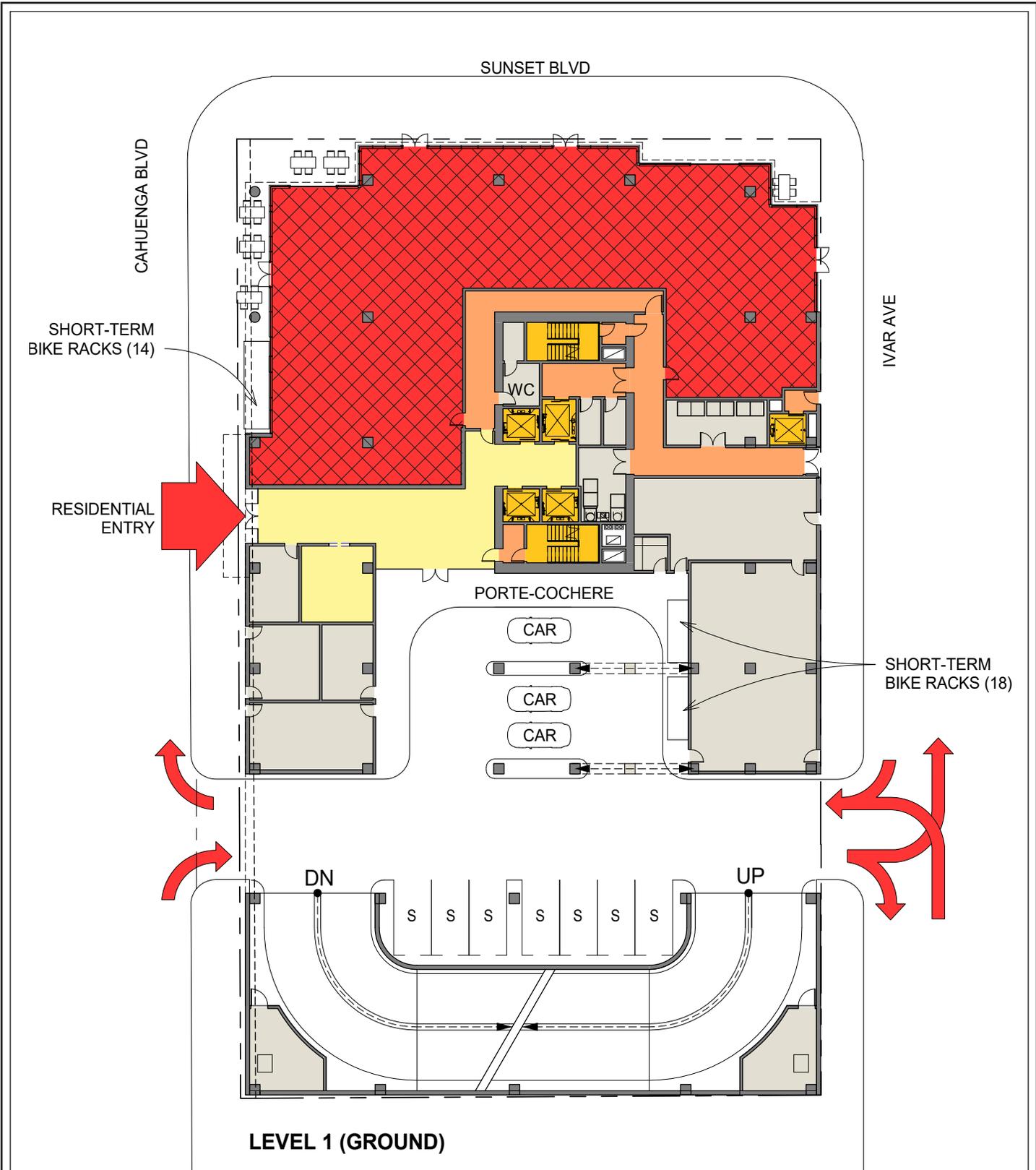
The Project Site is located in a dense, highly urbanized area, as illustrated in the aerial photograph provided in Figure A-2 on page A-3. The Northern Lot and Southern Lot are separated by the Lure Nightclub and Le Jardin night club. Surrounding uses include a Jack In The Box restaurant with a drive-thru to the north; the Los Angeles Film School to the northeast, and a two-story commercial building to the northwest across Sunset Boulevard; one- and two-story office buildings, including a post-production facility occupied by Create TV to the south and southeast; the former BuzzFeed Motion Pictures campus to the southeast; the Hollywood Civic Center, which includes the Los Angeles Fire Department Station 27, the Los Angeles Fire Department Historical Society Museum, and the Los Angeles Police Department—Hollywood Station to the southwest; the ArcLight Cinema complex, which includes the historic Cinerama Dome, a 24-Hour Fitness facility, several restaurants and retail shops, and a seven-story parking structure to the east; and the 14-story CNN high-rise building to the west.

## B. Description of the Project

### 1. Project Overview

The Project would demolish the existing two- to three-story Amoeba Music building and subterranean parking on the Northern Lot to develop a 28-story mixed-use building with two subterranean parking levels. The surface parking lot on the Southern Lot would remain. The mixed-use building would have a maximum height of 318 feet. The proposed building would contain 213,270 square feet of residential floor area and 7,000 square feet of commercial uses. Figure A-3 on page A-6 provides a Conceptual Site Plan for the Project. As summarized in Table A-1 on page A-7 and described in detail below, the Project would result in 230,987 square feet of new floor area and a maximum FAR of 6:1. There is no proposed new building for the Southern Lot.

The commercial uses and residential lobby would be provided on the ground level of the proposed building on the Northern Lot. Subterranean parking would be provided within Levels B1 and B2 (see Figure A-4 on page A-8). Levels 1 through Level 5 of the mixed-use building would contain parking within a podium structure (see Figure A-5 on page A-9). The Project's residential amenities would be primarily located on Level 6 on the podium deck, which includes a swimming pool and spa; barbeque and dining areas; seating areas and fire pit; fitness rooms and deck; an indoor kitchen; several indoor dining and lounge areas; a meeting room; a dog grooming room; a dog run; and a garden (see Figure A-6 on page A-10). As shown on Figure A-7 and Figure A-8 on pages A-11 and A-12, the proposed 232 residential units would be located on Levels 7 through 27. Level 28 would contain mechanical equipment (see Figure A-8). The Project would also include two upper level outdoor roof decks on Levels 25 and 27 (See Figure A-7 and Figure A-8).



**Figure A-3**  
Conceptual Site Plan

**Table A-1  
Summary of Proposed Floor Area**

Land Use Type	Floor Area <sup>a</sup> (square feet)
Residential Units	213,270
Lobby & Indoor Residential Amenities	10,717
Commercial Uses	7,000
<b>Project Total</b>	<b>230,987</b>
<b>Lot Area</b>	<b>38,722</b>
<b>Total FAR</b>	<b>6:1</b>
<p><sup>a</sup> Except where otherwise noted, square footage is calculated pursuant to the LAMC definition of floor area for the purpose of calculating FAR. In accordance with LAMC Section 12.03, floor area is defined as: “[t]he area in square feet confined within the exterior walls of a building, but not including the area of the following: exterior walls, stairways, shafts, rooms housing building-operating equipment or machinery, parking areas with associated driveways and ramps, space for the landing and storage of helicopters, and basement storage areas.”</p> <p>Source: Johnson Fain, 2016; Eyestone Environmental, 2016.</p>	

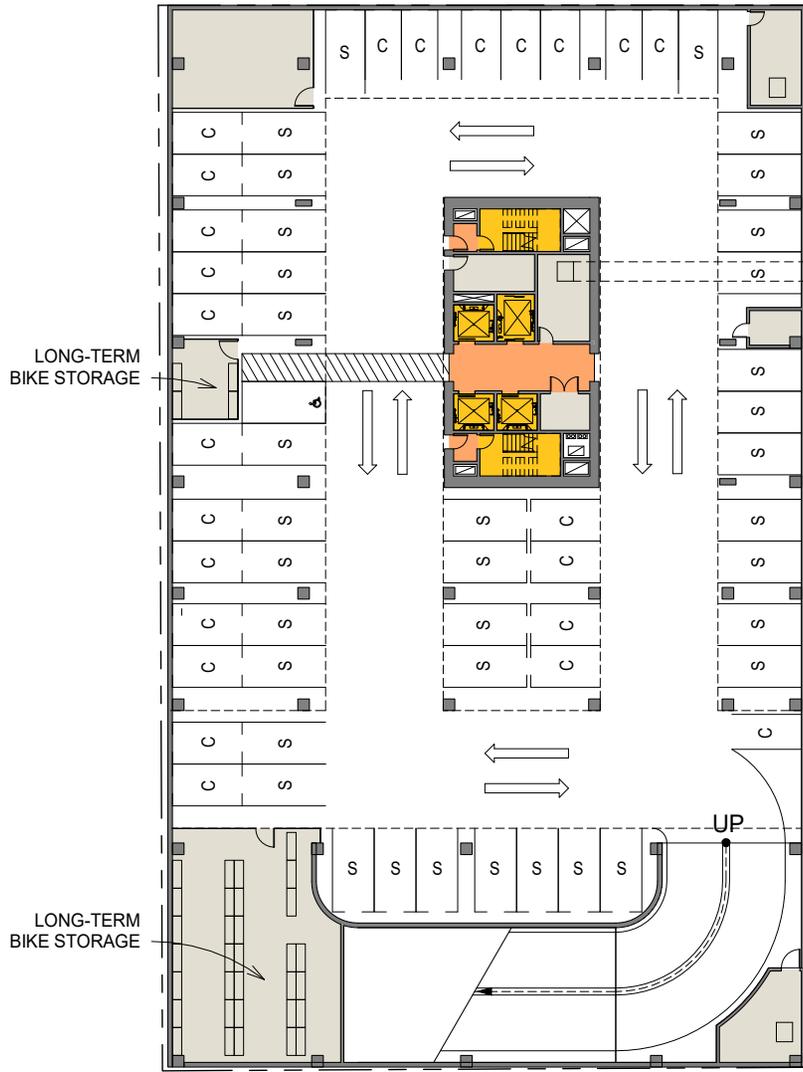
The 232 residential units would include 132 studio units, 22 one-bedroom units, and 78 two-bedroom units. The Project would set aside 5 percent of the units (10 units) for VLI households. Pursuant to LAMC Section 12.22-A,25, the Project is requesting a 20-percent Density Bonus to provide an additional 39 units in lieu of the 193 base units, for a total of 232 units.

## 2. Building Design

The Project includes ground-level commercial uses and residential entry articulated with large expanses of floor-to-ceiling glass to activate the street. The Project also includes landscaping (i.e., parkways and trees) and outdoor sidewalk dining areas. The Project would be designed in a contemporary architectural style and would feature various surface materials, including concrete, metal, and glass. The podium portion would feature a screen with signage to screen parking levels. The tower would use differentiated glazing types and create variations in the façade with mullions.

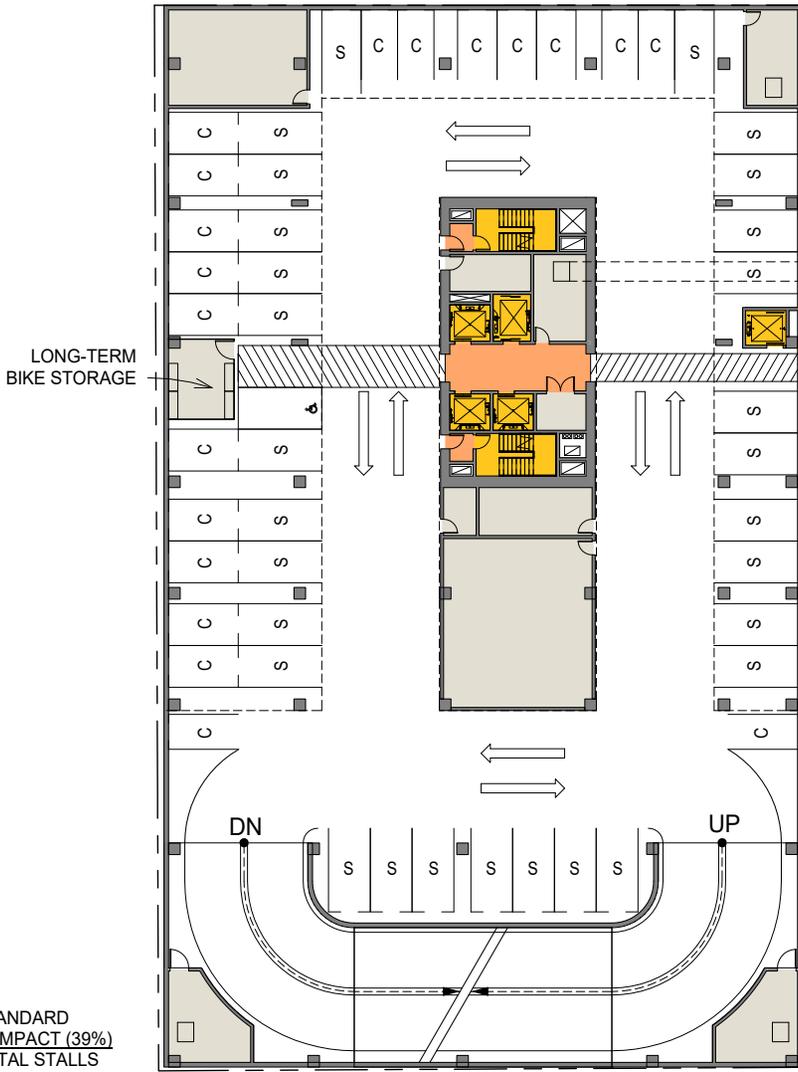
## 3. Access, Circulation, and Parking

As shown in Figure A-3 on page A-6, primary vehicular access to the Project Site would be provided by driveway entrances off of Cahuenga Boulevard and Ivar Avenue into the parking levels inside the podium. The driveway on Cahuenga Boulevard would be restricted to a right-turn only ingress and a right-turn only egress. The driveway on Ivar Avenue would allow full-access ingress and egress. Public access to the commercial uses would be along Sunset Boulevard, Cahuenga Boulevard and Ivar Avenue. The pedestrian entrance to the residential component would be accessible from Cahuenga Boulevard.



**LEVEL B2**

37 STANDARD  
24 COMPACT (39%)  
61 TOTAL STALLS

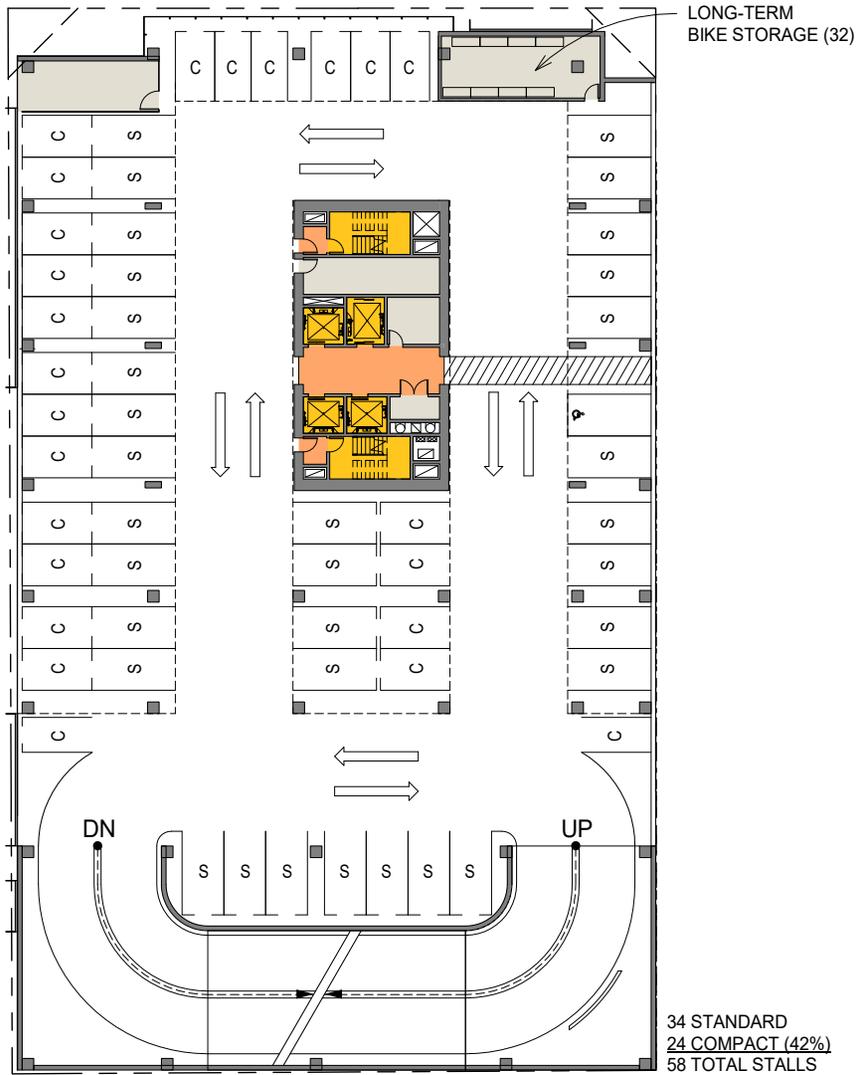


**LEVEL B1**

30 STANDARD  
19 COMPACT (40%)  
49 TOTAL STALLS

**Figure A-4**  
Level B1 and Level B2 Floor Plans

Source: Johnson Fain, 2017; GPI Properties, 2017.

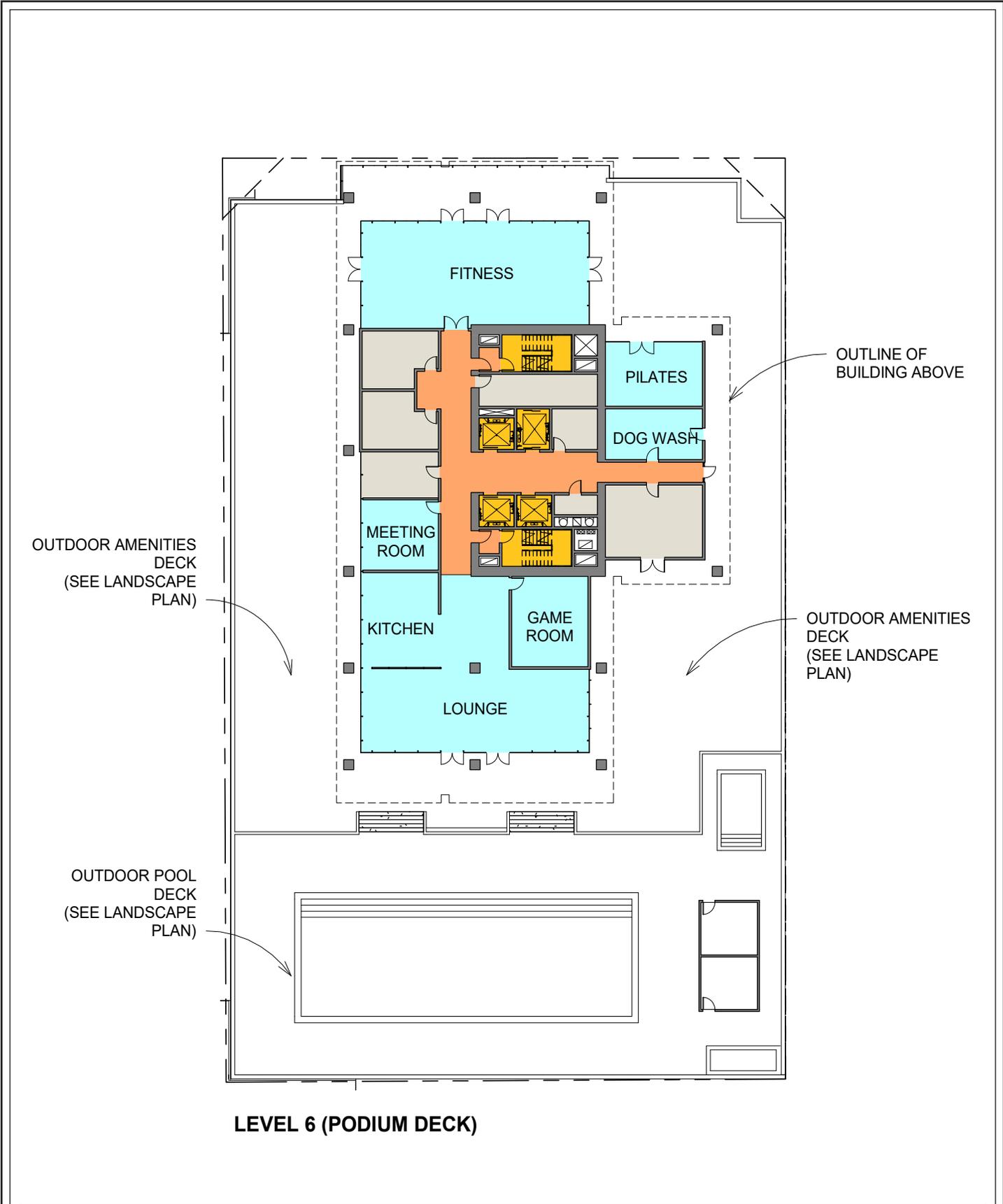


**LEVELS 2 - 4**



**LEVEL 5**

**Figure A-5**  
Level 2 through Level 5 Floor Plans



**Figure A-6**  
Level 6 Floor Plan



**Figure A-7**  
Level 7 through Level 26 Floor Plans



**Figure A-8**  
Level 27 and Level 28 Floor Plans

Table A-2 on page A-14, provides parking calculations pursuant to LAMC Section 12.22-A,25(d)(1), the Density Bonus Parking Option 1. As shown in Table A-2, the Project would provide 372 parking spaces, including 339 parking spaces for residential uses and 33 parking spaces for commercial uses. The 12 required commercial parking spaces would be located on the first subterranean level of the parking structure (B1); and 21 additional spaces would be located on the Southern Lot as parking for commercial and residential guest uses.. The residential parking spaces would be located on all levels of the parking structure—Level B2 through Level 5.

The Project would provide short- and long-term bicycle parking in accordance with LAMC Section 12.21-A,16 summarized in Table A-3 on page A-15. The Project would be required to provide 27 short-term spaces and 236 long-term spaces. The Project would provide 32 short-term and 240 long-term bicycle parking spaces, for a total of 272 bicycle parking spaces in order to meet the LAMC requirements for residential and commercial land uses, as shown in Table A-3. The 24 short-term bicycle parking spaces for the residential uses, and eight short-term bicycle parking spaces for commercial uses would be located along Cahuenga Boulevard and within Level 1 of the parking garage.

The 232 long-term bicycle parking spaces for the residential uses would be located within the two subterranean levels and on Level 2 through Level 4 of the parking garage.

## 4. Open Space and Recreational Amenities

The Project would include a variety of recreational and outdoor open spaces that would exceed the open space requirements specified in the LAMC. As shown in Table A-4 on page A-16, based on the number of units and unit types, the Project would be required to provide a minimum of 29,600 square feet of useable open space, of which at least 50 percent, or 14,800 square feet, must be common open space. The Project would provide 32,117 square feet of useable open space.

Open space areas and amenities would primarily be located on Level 6. Outdoor recreational amenities could include a pool and spa deck, a fitness deck, various lounging and dining areas, a dog run, and garden area. Additional outdoor common areas and roof decks would be located on the 25th and 27th floors.

As discussed above, the Project Site currently does not contain any landscaping. The Project would plant 58 new trees on-site. Landscaping (i.e., parkways and trees) would be provided around the perimeter of the Northern Lot as shown Figure A-9 on page A-17. Perimeter landscaping would comply with the City's Tree Spacing Guidelines and specimens selected would comply with the City's list of acceptable street trees. Landscaping (i.e., trees and planters) would also be provided throughout Level 6 as shown in Figure A-10 on page A-18, and within the common areas and roof decks on Level 25 and level 27 as shown in Figure A-11 on page A-19. Landscaping tree and plant specimens would be selected based on hardiness and drought-tolerant capabilities, and some would be native species.

**Table A-2  
Required and Proposed Vehicle Parking**

Use Type	Unit/ Square Feet	Density Bonus Parking Option 1	Spaces Required	Spaces Provided
<b>Residential</b>				
Studio Units (< 3 habitable rooms)	132 units	1 sp/unit <sup>a</sup>	132	—
1-Bedroom Units (3 habitable rooms)	22 units	1 sp/unit <sup>a</sup>	22	—
2-Bedroom Units (>3 habitable rooms)	78 units	2 sp/unit <sup>a</sup>	156	—
Residential Subtotal			310	—
<i>Residential Subtotal with 10% Bicycle Replacement</i>			279	339
<b>Commercial</b>				
Commercial	7,000 sf	2 sp/1,000 sf <sup>b</sup>	14	—
<i>Commercial Subtotal with 20% Bicycle Replacement</i>			12	33 <sup>c</sup>
<b>TOTAL</b>			<b>291</b>	<b>372</b>
<p><i>sp = spaces</i>  <i>sf = square feet</i>  <sup>a</sup> Pursuant to LAMC Section 12.22-A, 25(d)(1).  <sup>b</sup> Pursuant to LAMC Section 12.21-A, 4(x)(3)(2).  <sup>c</sup> The 33 parking spaces include the required 12 spaces to be provided within the parking structure and the existing 21 spaces provided on the Southern Lot as additional parking for commercial and residential guest uses.</p> <p>Source: Johnson Fain, 2017; Eyestone Environmental, 2017.</p>				

## 5. Signage and Lighting

Project lighting would include architectural lighting, and exterior lights for security and wayfinding purposes. All on-site exterior lighting would be automatically controlled via occupancy and photo sensors and/or timers to illuminate only when required. Interior lighting would be equipped with occupancy sensors and/or timers that would be controlled based on room occupancy, thus reducing lighting load and glare. All exterior and interior lighting would meet high energy efficiency requirements utilizing light-emitting diode (LED) or efficient fluorescent lighting technology. All light sources would be shielded and/or directed toward areas to be illuminated, thereby minimizing spill-over onto nearby sensitive areas. In addition, new street and pedestrian lighting within the public right-of-way would comply with applicable City regulations and would maintain appropriate and safe lighting levels on both sidewalks and roadways while minimizing light and glare on adjacent properties.

Project signage would be designed to be compatible with the proposed Project and other signage in the area. The Sunset Boulevard frontage of the Project is located within the boundaries of the HSSUD and would be required to comply with all related requirements. Proposed signage would include project identity signage and general ground-level and wayfinding pedestrian signage.

**Table A-3  
Required Bicycle Parking**

Use Type	Units/ Size	LAMC Requirement <sup>a</sup>	Required Short- Term	Required Long- Term	Proposed Short- Term	Proposed Long- Term
Residential	232 units	1 sp/10 units (short-term) 1 sp/unit (long-term)	23	232	24	232
Commercial	7,000 sf	1 sp/2,000 sf (short-term) 1 sp/2,000 sf (long-term)	4	4	8	8
<i>Subtotal</i>			27	236	32	240
<b>TOTAL</b>			<b>263</b>		<b>272</b>	
<hr/> <i>sp = spaces</i> <i>sf = square feet</i> <sup>a</sup> Pursuant to LAMC Section 12.21-A,16. <i>Source: Johnson Fain, 2017; Eyestone Environmental, 2017.</i>						

Wayfinding signs would be located at parking garage entrances, elevator lobbies, vestibules, and residential corridors. No off-premises billboard advertising is proposed as part of the Project. Based on the requirements of the HSSUD, the Project is permitted a total of two square feet of signage per linear feet of street frontage, which equates to 275.20 square feet of signage along the Sunset Boulevard street frontage and 336.62 square feet of signage along both the Cahuenga Boulevard and Ivar Avenue street frontages. However, HSSUD allows a 20-percent increase in the maximum area along the principal façade of a building. Thus, for the Project, the maximum sign area along Sunset Boulevard would be a total of 330.24 square feet. Figure A-12 and Figure A-13 on pages A-20 and A-21, respectively, show the location of signage proposed for each elevation. Project signage would include a 300-square-foot digital sign and a 30.24 square-foot wall sign along the Sunset Boulevard street frontage. In addition, three wall signs totaling 336.62 square feet per elevation would be located along each of the Cahuenga Boulevard and Ivar Avenue street frontages. The Project would request approval from the City to permit the proposed signs, as well as the 20-percent increase in maximum sign area along Sunset Boulevard. With approval from the City, the Project would be in compliance with the HSSUD.

## 6. Sustainability Features

The Project has been designed and would be constructed to incorporate environmentally sustainable design features required by the Los Angeles Green Building Code, and the sustainability intent of the U.S. Green Building Council’s Leadership in Energy Efficiency and Design (LEED) green building program, using both LEED-H v2010 and LEED-NC v2009 rating systems, to achieve LEED Silver certification equivalency.

LEED standards would be incorporated to reduce energy and water usage and waste and, thereby, reduce associated greenhouse gas emissions. The Project would also comply with City standards for providing electric vehicle charging capabilities and electric vehicle charging stations.

**Table A-4  
Required and Proposed Open Space**

<b>Unit Type<sup>a</sup></b>	<b>LAMC Requirement<sup>b</sup></b>	<b>No. of Units</b>	<b>Open Space Required</b>	<b>Open Space Proposed</b>
Studio Units (<3 habitable rooms)	100 sf per unit	132	13,200 sf	—
1-Bedroom Units (3 habitable rooms)	125 sf per unit	22	2,750 sf	—
2-Bedroom Units (>3 habitable rooms)	175 sf per unit	78	13,650 sf	—
<b>TOTAL</b>			<b>29,600 sf</b>	<b>32,117 sf</b>

*sf = square feet*

<sup>a</sup> For the purpose of applying the open space requirements, a kitchen is not considered a habitable room.

<sup>b</sup> Pursuant to LAMC Section 12.21-G,2.

Source: Johnson Fain, 2017; Eyestone Environmental, 2017.

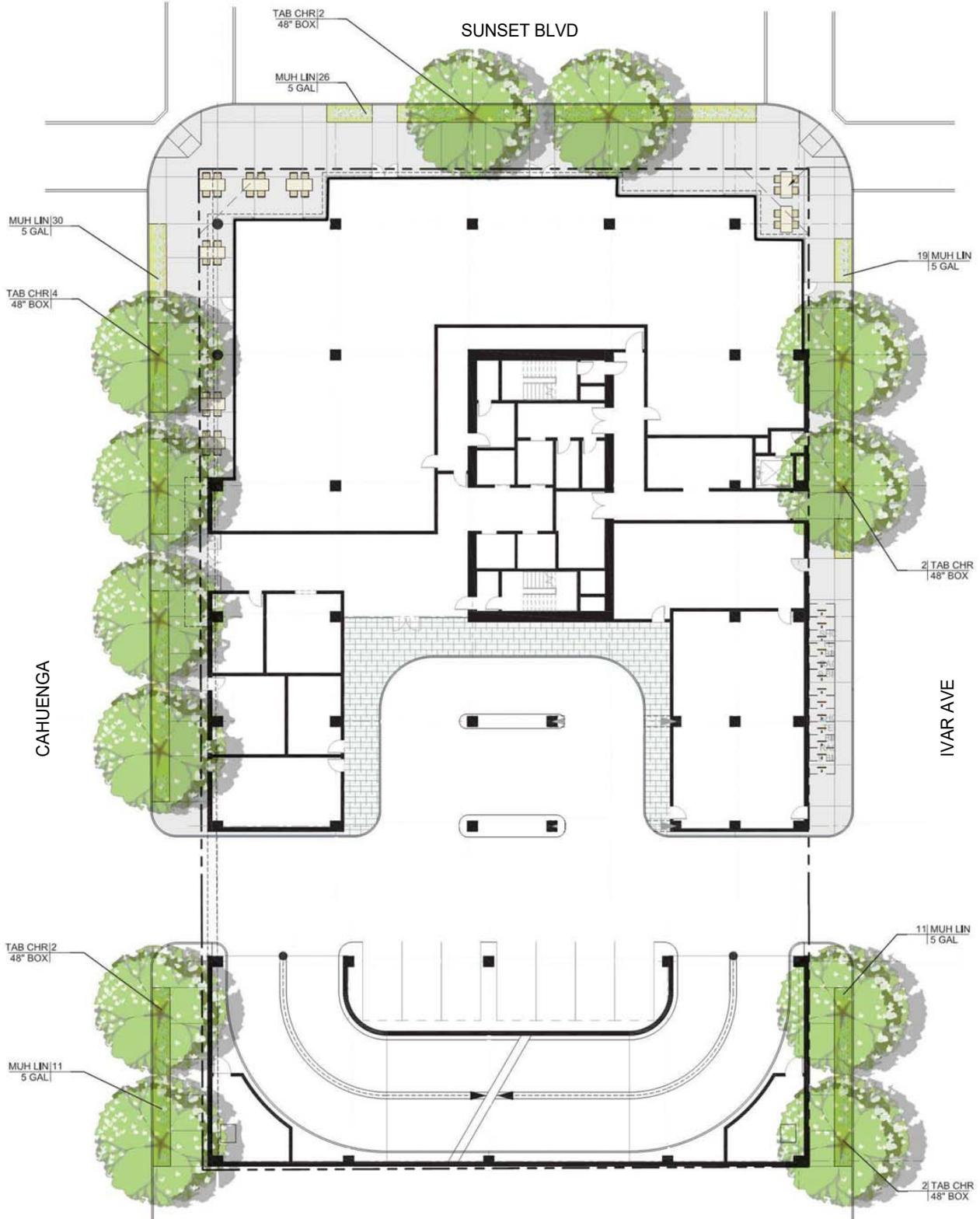
### a. CEQA Guidelines Appendix F

In accordance with CEQA Guidelines Appendix F: Energy Conservation, the EIR will provide further information about energy conservation, including the energy-consuming equipment and processes that would be used during Project construction and operation. Design features of the Project and energy supplies that would serve the Project will also be analyzed.

### b. Project Construction and Scheduling

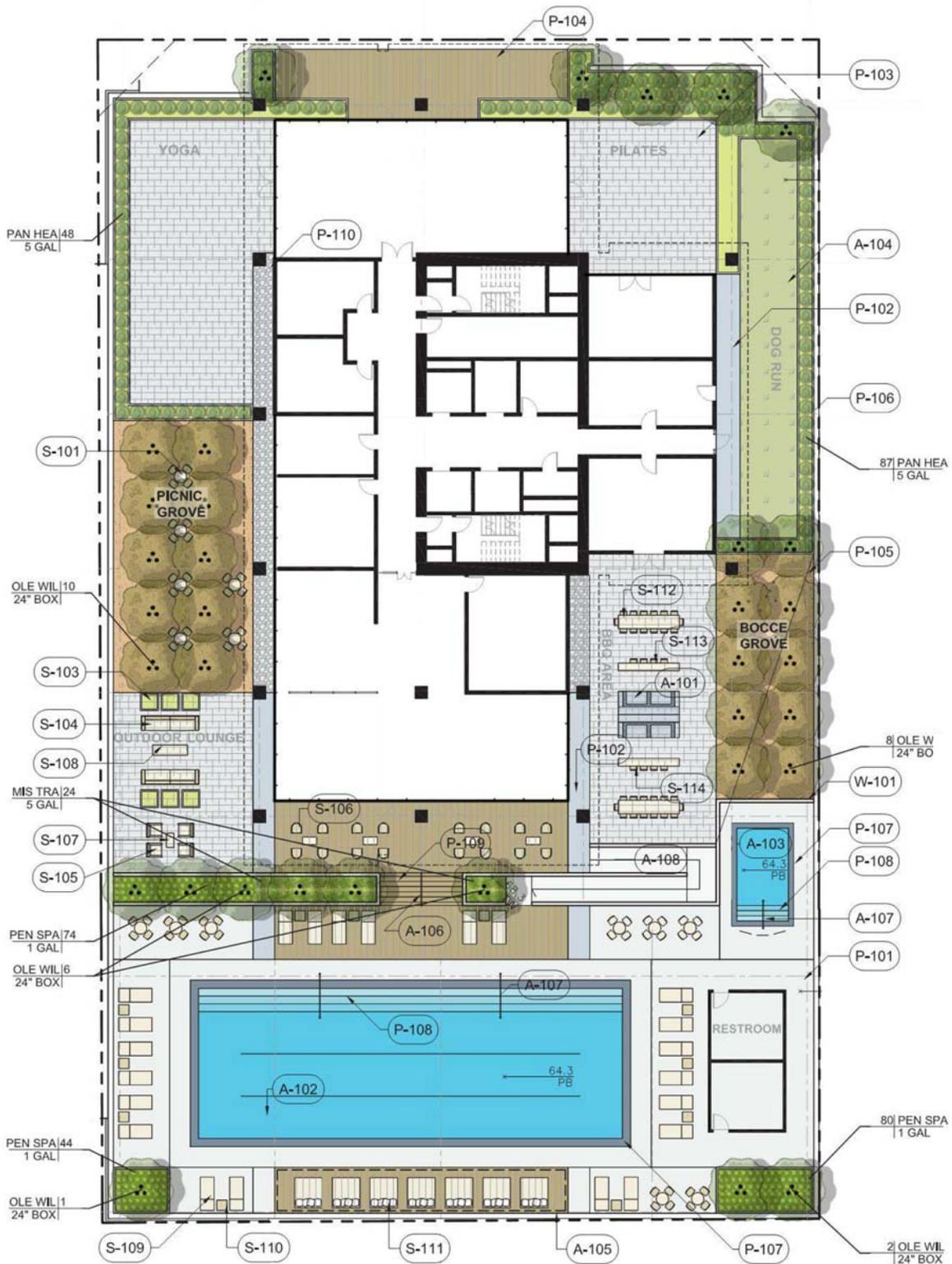
Project construction is anticipated to occur over an approximate period of 24 months, beginning mid-2019, and is estimated to be completed in 2021. Construction of the Project would commence with removal of the existing commercial building, followed by grading and remedial earthwork excavation. Upon completion of earthwork and in accordance with local and state building codes the foundations will be constructed, followed by vertical building construction, paving/concrete, and landscape installation. The estimated depth of excavation expected for the Project would be a maximum of 41 feet below grade. The Project would require a total of approximately 39,900 cubic yards of export material and soil removal from the Project Site.

As part of the Project, a Construction Traffic Management Plan and Truck Haul Route Program would be implemented during construction to minimize potential conflicts between construction activity and through traffic. The Construction Traffic Management Plan and Truck Haul Route program would be subject to review and approval by the Los Angeles Department of Building and Safety (LADBS) and the Los Angeles Department of Transportation (LADOT).



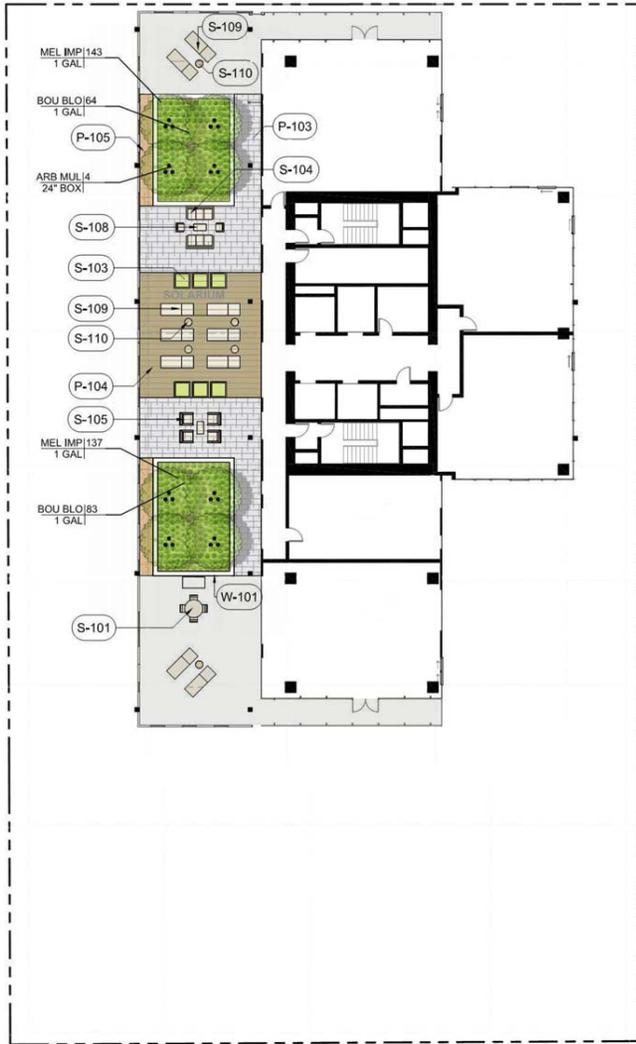
**LEVEL 1 - Ground Level**

**Figure A-9**  
Conceptual Landscape Plan (Level 1 - Ground Level)

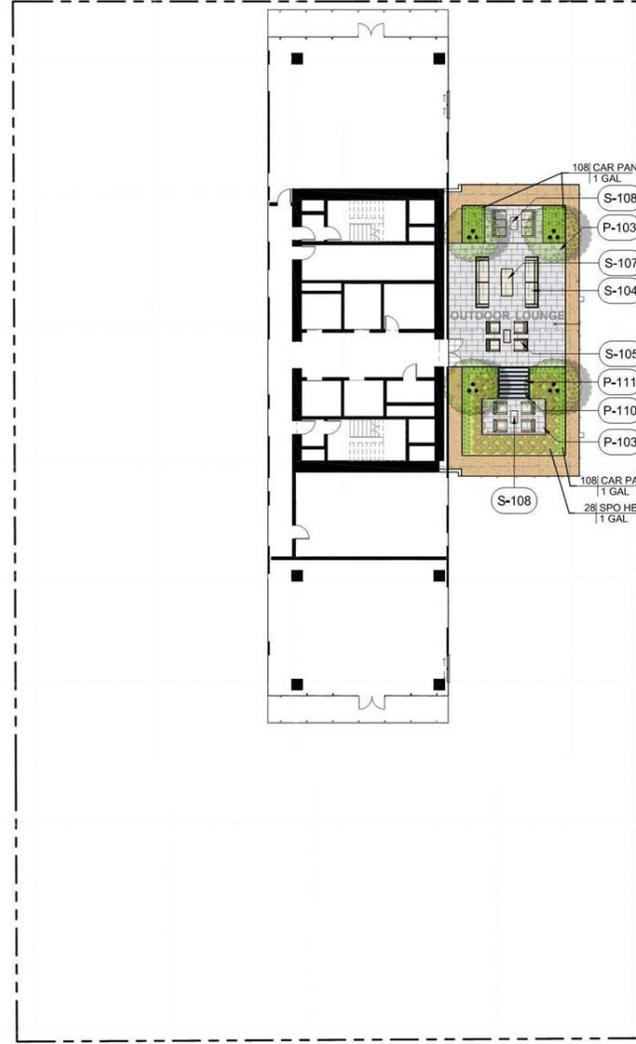


**LANDSCAPE PLAN - LEVEL 6 (PODIUM DECK)**

**Figure A-10**  
Conceptual Landscape Plan (Level 6)

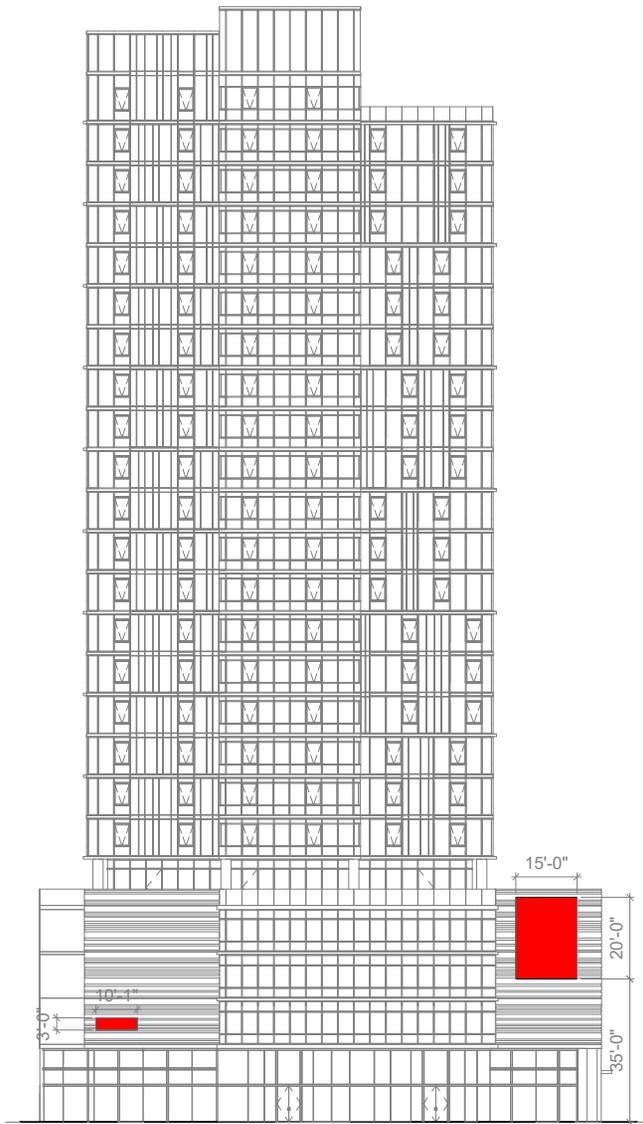


**LEVEL 25**

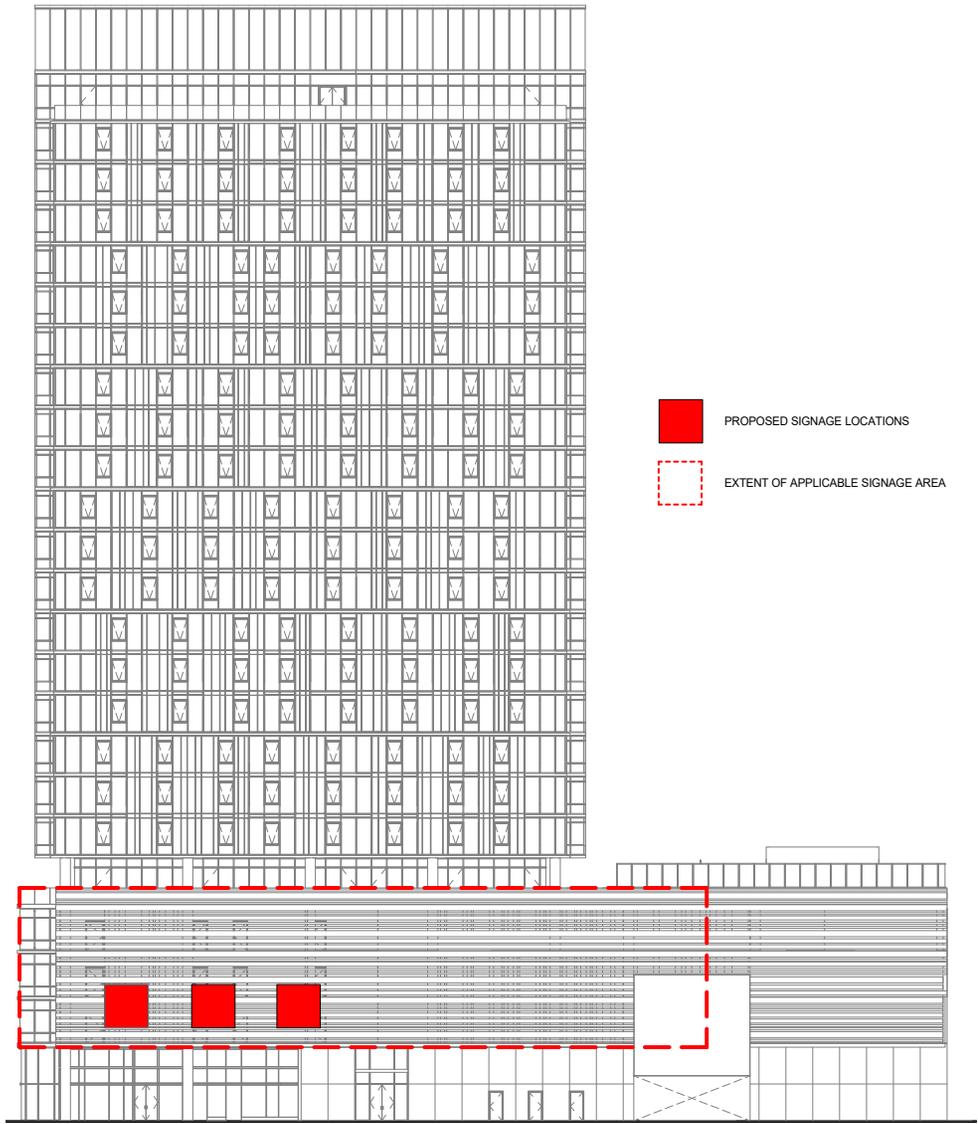


**LEVEL 27**

**Figure A-11**  
Conceptual Landscape Plan (Level 25 & Level 27)



SUNSET BOULEVARD

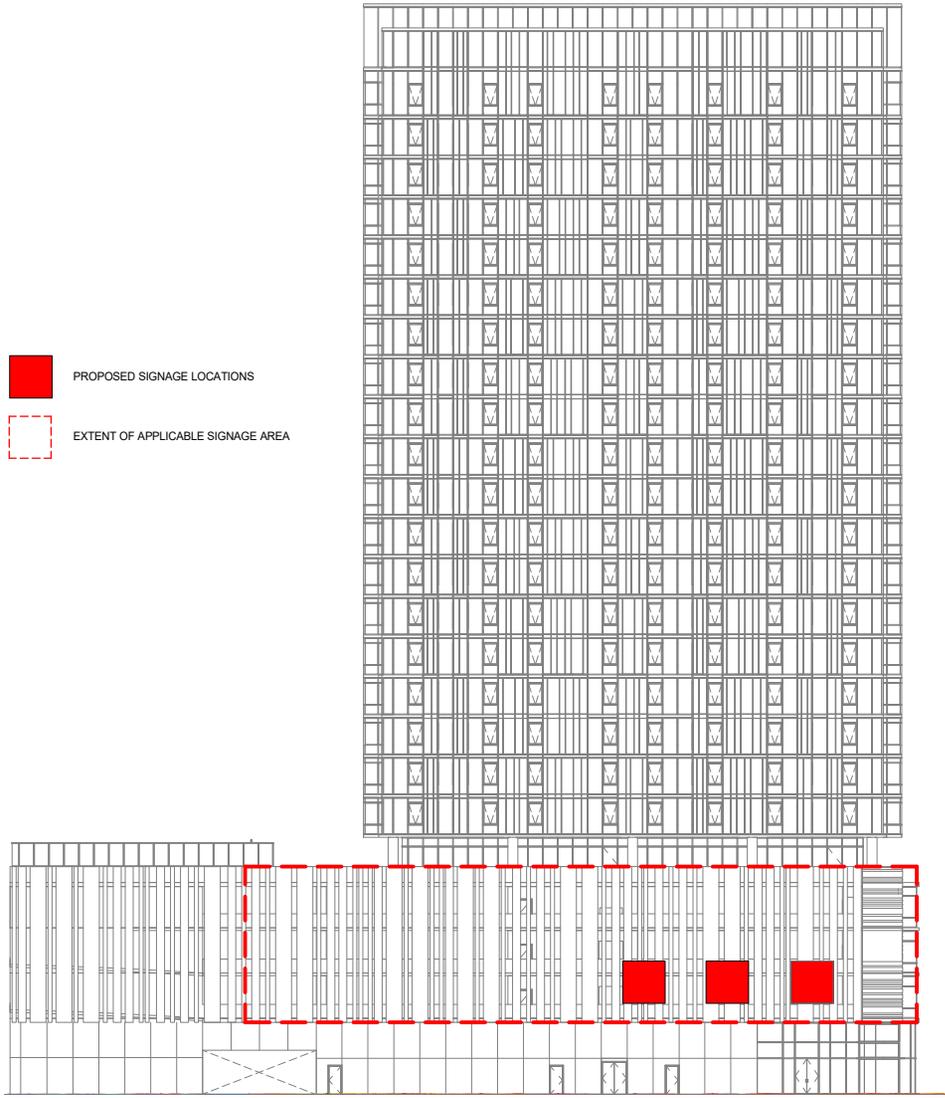


CAHUENGA BOULEVARD

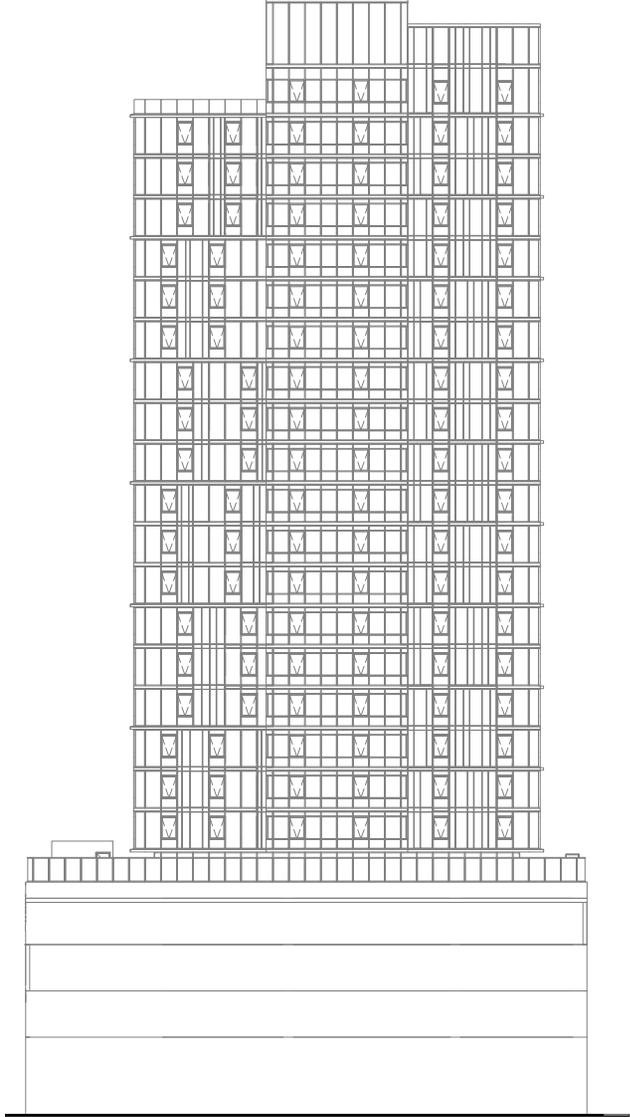
- PROPOSED SIGNAGE LOCATIONS
- EXTENT OF APPLICABLE SIGNAGE AREA

**Figure A-12**  
Proposed Signage – Sunset & Cahuenga

-  PROPOSED SIGNAGE LOCATIONS
-  EXTENT OF APPLICABLE SIGNAGE AREA



IVAR AVENUE



SOUTH ELEVATION

**Figure A-13**  
Proposed Signage – Ivar

Source: Johnson Fain, 2017; GPI Companies, 2017.

## C. Necessary Approvals

The City of Los Angeles has the principal responsibility for approving the Project. Approvals required for development of the Project may include, but not limited to, the following:

- Pursuant to LAMC Sections 12.32-F and 12.32-Q, a Zone and Height District Change from C4-2D-SN to C4-2-SN;
- Pursuant to LAMC Section 12.25-A,25, a 20-percent Density Bonus to provide an additional 39 units in lieu of 193 base units, for a total of 232 units, and utilization of Parking Option 1. The Project will set aside 5 percent (10 units) for Very Low Income Households. In addition, the Project is seeking two Waiver of Development Standards (off-menu incentives), including: (1) floor area averaging and residential density transfer across the Project Site; and (2) permission to allow compact parking spaces to meet the required primary residential parking;
- Pursuant to LAMC Section 12.24-W,1, a Master Conditional Use Permit to allow the on-site sale and consumption of a full-line of alcoholic beverages within up to four premises in up to 7,000 square feet of commercial use;
- Pursuant to LAMC Section 16.05-C,1(b), Site Plan Review for a Project resulting in 232 net new residential units;
- Pursuant to LAMC Section 11.5.7-C, Project Permit Compliance Review for proposed signage located within the HSSUD;
- Pursuant to LAMC 17.15, Vesting Tentative Tract Map No. 74496 to permit the merger of the 0.73 net acre Project Site to create one ground lot; and,
- Pursuant to LAMC 17.15, a Deviation from the Advisory Agency's Residential Parking Policy No. AA 2000-1 to allow 264 parking spaces for the 232 residential units, a ratio of 1.13, in lieu of the 2.5 spaces per unit per the policy;.
- Approval by the City Board of Public Works for the removal of street trees;.and,
- Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, excavation permits, foundation permits, and building permits.

## **B. Explanation of Checklist Determinations**

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# INITIAL STUDY

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## Attachment B: Explanation of Checklist Determinations

The following discussion provides responses to each of the questions set forth in the Initial Study Checklist (CEQA Appendix G). The responses below demonstrate why issues would not result in potentially significant environmental impacts and thus do not need to be addressed further. The questions with responses that indicate a “Potentially Significant Impact” do not presume that a significant environmental impact would result from the Project. Those issues will be addressed with additional environmental review.

### I. Aesthetics

Senate Bill (SB) 743 [Public Resources Code (PRC) §21099(d)] sets forth guidelines for evaluating project aesthetic and parking impacts under CEQA, as follows: “Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.” PRC Section 21099 defines a “transit priority area” as an area within 0.5 mile of a major transit stop that is “existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.” PRC Section 21064.3 defines “major transit stop” as “a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.” PRC Section 21099 defines an “employment center project” as “a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located within a transit priority area.” PRC Section 21099 defines an infill site as a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses. This state law supersedes the aesthetic impact thresholds in the 2006 L.A. CEQA Thresholds Guide, including those established for aesthetics, obstruction of views, shading, and nighttime illumination.

Consistent with SB 743, the City issued Zoning Information File 2452 (ZI 2452), which provides further instruction concerning the definition of transit priority projects and specifies that “visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impacts as defined in the City’s CEQA Thresholds Guide shall not be considered a significant impact for infill projects within transit priority areas pursuant to CEQA” unless the Project

is in a specific plan, Community Design Overlay, or Historic Preservation Overlay Zone that expressly requires an analysis of those aesthetic impacts.

The Project is a mixed-use residential development located approximately 0.3 mile southwest of the Metro Red Line Hollywood/Vine Station. Thus, the Project would be a qualified use (i.e. mixed use residential) within 0.5 mile of a major transit stop. The Project would also meet PRC Section 21099's definition of an infill site as a lot located within an urban area that has been previously developed (i.e. currently improved with a two- and three-story commercial building). Finally, the Project Site is not within a specific plan, Community Design Overlay, or Historic Preservation Overlay. Therefore, pursuant to SB 743 and ZI 2452, the Project's aesthetic impacts shall not be considered a significant impact on the environment. The following aesthetics analysis is provided for informational purposes only.

*Would the project:*

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

**No Impact.** A scenic vista is a view of a valued visual resource. A visual resource is a natural or urban aesthetic feature that contributes to the valued aesthetic character of a site or area. Natural features may include, but are not limited to: open space; native or ornamental vegetation/landscaping; topographic or geologic features; and natural water sources. Urban features that may contribute to a valued aesthetic character or image include structures of architectural or historic significance or visual prominence; public plazas, art or gardens; heritage oaks or other trees or plants protected by the City; consistent design elements (such as setbacks, massing, height, and signage) along a street or district; pedestrian amenities; landscaped medians or park areas; etc. Scenic vistas generally include views that provide visual access to large panoramic views of natural features, unusual terrain, or unique urban or historic features, for which the field of view can be wide and extend into the distance, and focal views that focus on a particular object, scene, or feature of interest.

As described in Attachment A, Project Description of this Initial Study, the Northern Lot of the Project Site is currently occupied by the Amoeba Music store, a 47-foot-tall, two- and three-story building with 43,077 square feet of floor area and a subterranean parking garage. A decorative tower reaches 61 feet in height and the building features rooftop signs. The Southern Lot is comprised of a surface parking lot. The Amoeba Music store has not been identified as a potential historic resource by SurveyLA or by any other prior survey of the Hollywood area because the existing building was constructed in 2001 and is not considered a historical resource. Therefore, the Project Site does not contain any structures of historic significance that are considered visual resources. Visual resources within the same viewshed as the Project Site include the Hollywood Hills; the Hollywood Sign; and the Cinerama Dome, which is a designated Historic-Cultural monument (HCM-659) and is assigned California Historical Resources Status Code 5S1 (Individual property that is listed or designated locally).<sup>1</sup>

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<sup>1</sup> *City of Los Angeles Office of Historic Resources, Historic Places LA, Los Angeles Historic Resources Inventory, Cinerama Dome Resource Report, www.historicplacesla.org/reports/db664923-7591-40e1-be4a-929221892dfe, accessed June 26, 2017.*

Public views of visual resources in the Project vicinity are limited by the predominantly flat terrain of the vicinity and the dense, highly-urbanized intervening development. Street-level views of the distant Hollywood Hills and the Hollywood Sign are available along Cahuenga Boulevard and Ivar Avenue south of the Project Site. In addition, views of the Cinerama Dome from the south are obstructed by existing development, but limited, street-level views of the Cinerama Dome are available along Sunset Boulevard, Cahuenga Boulevard, and Ivar Avenue immediately north of Sunset Boulevard.

The proposed 28-story building would not block existing public views of the distant Hollywood Hills or Hollywood Sign from Cahuenga Boulevard and Ivar Avenue to the south because the existing views are oriented north-south and the Project Site is an infill location between these north-south streets. Development of the proposed 28-story building also would not block views of the Cinerama Dome from segments of Cahuenga Boulevard and Ivar Avenue immediately north of Sunset Boulevard; however, the Project would obstruct limited views of the Cinerama Dome from segments of Sunset Boulevard west of the Project Site. Nevertheless, in accordance with SB 743 and ZI 2452, impacts to scenic vistas would not be considered significant. In concluding that aesthetic impacts shall not be considered significant effects on the environment, SB 743 does not include impacts on historical or cultural resources (PRC Section 21099(d)(2)(B)). Thus, any impacts to historical or cultural resources will be fully analyzed in the EIR.

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

**No impact.** The Project Site is not located along a designated scenic highway. The nearest state-designated scenic highway is the 6.2-mile segment of Route 110 (also known as the Arroyo Seco Parkway) located approximately 5.2 miles southeast of the Project Site, and the nearest City-designated scenic parkway is along Mulholland Drive, approximately 1.52 miles northwest of the Project Site.<sup>2,3</sup> Furthermore, the Project Site does not include any scenic resources because the Project Site is currently improved with a two-story commercial building and a surface parking lot. The Project Site does not include protected trees, rock outcroppings, or other natural features. In addition, the existing building on the Project Site was constructed in 2001 and is not considered a historical resource. Therefore, the Project would not substantially damage scenic resources, including those located within a City-designated scenic highway. As such, the Project would not result in an impact to scenic resources within a City-designated scenic highway, and no mitigation measures are required. Furthermore, in accordance with SB 743 and ZI 2452, any potential aesthetic impacts would not be considered significant.

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

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<sup>2</sup> *California Scenic Highway Mapping System, Los Angeles County, [www.dot.ca.gov/hq/LandArch/16\\_livability/scenic\\_highways/index.htm](http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm), accessed June 26, 2017.*

<sup>3</sup> *Los Angeles Department of City Planning, Mobility Plan 2035, Citywide General Plan Circulation System Map A4, Central, Midcity Subarea, January 20, 2016.*

**No Impact.** During construction activities for the Project, the visual appearance of the Project Site would be altered by the removal of the existing Amoeba Music store and the presence of construction equipment. Some of the activity would be visible from roadways adjacent to the Project Site. Although Project construction activities would impact the visual character of the Project area on a short-term basis, construction would not substantially alter or degrade the existing visual character or quality of the Project Site and surrounding area. The appearance of the Project Site would be typical of construction sites in urban areas and views of construction activities would be limited in duration and location. Construction would also occur within an urban setting with a high level of human activity and development. In addition, in accordance with City requirements, temporary construction fencing would be placed along the periphery of the Project Site to screen much of the construction activity from view at the street level, and graffiti would be removed, as needed, from all temporary walkways and construction fencing throughout the Project construction period. Furthermore, in accordance with SB 743 and ZI 2452, impacts would not be considered significant.

### **Operation**

A significant impact may occur if the Project would substantially degrade the existing visual character or quality of the site and its surroundings. The Project would replace an existing commercial building and surface parking lot with a 28-story mixed-use development. The proposed building would rise to a maximum height of 318 feet above grade, which would modify the existing visual character of the Project Site and its surroundings. However, pursuant to SB 743 and ZI 2452, the Project would result in no impact to visual character or quality of the Project Site and its surroundings.

Notwithstanding the above and the exemption of the Project from aesthetic impacts under SB 743, the EIR will include a discussion of the change to the visual character of the Project Site and its surroundings for informational purposes only.

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

**No Impact.** The Project Site currently generates artificial light and glare typical of urbanized areas. Existing light sources include low-level security lighting, interior lighting emanating from the existing building on the Project Site, and architectural lighting. Glare sources include glass from the façade and cars exiting the parking garage. The surrounding ambient nighttime lighting environment is typical of a developed, urban environment. The primary nighttime lighting sources include interior light spillage from buildings, vehicle headlights along roadways and in parking areas, signage, and security/parking lighting.

### **Construction**

In accordance with the provisions of LAMC Section 41.40, construction activities would occur between 7:00 A.M. and 9:00 P.M. on weekdays and between 8:00 A.M. and 6:00 P.M. on Saturdays and national holidays, with no construction permitted on Sundays. Therefore, construction would occur primarily during daylight hours, and construction lighting would only be used for the duration needed if construction were to occur in the evening hours during the winter

season when daylight is no longer sufficient. Furthermore, construction-related illumination would be used for safety and security purposes only, and would be shielded and/or aimed so that no direct beam illumination is provided outside of the Project Site boundary. Therefore, construction activities would not result in a new source of substantial light that would adversely affect day or nighttime views in the area.

Daytime glare could potentially occur during construction activities if reflective construction materials were positioned in highly visible locations where the reflection of sunlight could occur. However, any glare would be highly transitory and short-term, given the movement of construction equipment and materials within the construction area and the temporary nature of construction activities. In addition, large, flat surfaces that are generally required to generate substantial glare are typically not an element of construction activities. Therefore, the potential for daytime glare associated with construction activities to occur would be minimal.

## **Operation**

According to the *L.A. CEQA Thresholds Guide*, land uses that are considered sensitive to nighttime light include, but are not limited to, residential, some commercial and institutional uses, and natural areas. These land uses are recognized as light-sensitive because they are typically occupied by persons who have expectations for privacy during evening hours and who are subject to disturbance by bright light sources. Surrounding uses with views of the Project Site that are considered sensitive relative to nighttime light include the Los Angeles Film School, located immediately northeast of the Project Site at the corner of Ivar Avenue and Sunset Boulevard and the five-story sunset + vine development located at the northwest corner of Sunset Boulevard and Vine Street. Glare-sensitive uses include light-sensitive uses and transportation corridors (i.e., roadways). In the immediate Project vicinity, the nearest off-site receptors that are considered sensitive relative to daytime glare and have views of the Project Site are motorists along Sunset Boulevard, Cahuenga Boulevard, and Ivar Avenue.

The Project would replace the existing on-site building on the Northern Lot, maintain the surface parking lot on the Southern Lot, and would increase the number of vehicle trips to and from the Project Site. New sources of artificial lighting that would be introduced by the Project would include low-level interior lighting visible through the windows of the buildings; signage lighting; architectural lighting on the building, including lighting associated with rooftop uses and activities; low-level security and wayfinding lighting; landscape lighting; and automobile headlights. New sources of glare would include building surfaces and Project-related vehicles.

The proposed lighting sources would be similar to other lighting sources in the Project vicinity and would not generate artificial light levels that are out of character with the surrounding area, which is densely developed and characterized by a high degree of human activity during the day and night. All exterior lights would be directed towards the interior of the Project Site to avoid light spillover onto adjacent sensitive uses. Project lighting would also meet all applicable LAMC lighting standards. As required by LAMC Sec. 93.0117(b), exterior light sources and building materials would not cause more than 2 foot-candles of lighting intensity or generate direct glare onto exterior glazed windows or glass doors on any property containing residential units; an elevated habitable porch, deck, or balcony on any property containing residential units; or any

ground surface intended for uses such as recreation, barbecue or lawn areas, or any other property containing a residential unit or units.

Project signage would include building identity signage and directional/wayfinding signs. In accordance with the HSSUD, the Project proposes a 300 square-foot digital sign and a 32.24 square-foot wall sign along the Sunset Boulevard street frontage, and three wall signs totaling 336.62 square feet along the Cahuenga Boulevard and Ivar Avenue street frontages. New signage would be architecturally integrated into the design of the building and would establish appropriate identification for the commercial and residential uses. Project signage would be illuminated by means of low-level external lighting, internal halo lighting, or ambient light. Exterior lights would be directed onto signs to avoid creating off-site glare, in accordance with the HSSUD. In accordance with the LAMC, illumination used for Project signage would be limited to a light intensity of 3 foot-candles above ambient lighting, as measured at the property line of the nearest residentially zoned property. In addition, pursuant to Los Angeles Building Code, Chapter 9, Article 3, Section 93.0117, Project signage cannot generate more than 2 foot-candles of light intensity or direct glare onto exterior glazed windows or glass doors; elevated habitable porch, deck, or balcony; or any ground surface intended for uses such as recreation, barbecue or lawn areas or any other property containing residential uses.

The Project would be designed in a contemporary architectural style and would feature various surface materials, including concrete, metal, and glass (both transparent and opaque). The Project would use non-reflective glass or glass that has been treated with a non-reflective coating in all exterior windows and building surfaces to reduce potential glare from reflected sunlight. Therefore, these materials would not have the potential to produce a substantial degree of glare. In addition, while headlights from vehicles entering and exiting the Project's driveways would be visible during the evening hours, such lighting sources would be typical for the Project area and would not be anticipated to result in a substantial adverse impact.

Based on the above, lighting and glare associated with Project operation would not adversely affect day or nighttime views in the area. Moreover, in accordance with SB 743 and ZI 2452, aesthetic impacts would not be considered significant.

## II. Agricultural and Forest Resources

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

- a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the**

## **Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

**No Impact.** The Project Site is located in an urbanized area of the City of Los Angeles. As discussed in Attachment A, Project Description, of this Initial Study, the Project Site is currently developed with a two- to three-story commercial building with 43,077 square feet of floor area and a subterranean parking garage on the Northern Lot, and a surface parking lot with 21 parking spaces on the Southern Lot. In addition, the uses surrounding the Project Site include commercial, residential, and entertainment-related uses. No agricultural uses or operations occur on-site or in the vicinity of the Project Site. The Project Site and surrounding area are also not mapped as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency Department of Conservation.<sup>4</sup> As such, the Project would not convert farmland to a non-agricultural use. No impacts would occur, and no mitigation measures are required. No further evaluation of this topic in additional environmental review is required.

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

**No Impact.** The Project Site is zoned by the Los Angeles Municipal Code (LAMC) as C4-2D-SN (Commercial, Height District 2 with Development Limitation, Signage Supplemental Use District) and C4-2D (Commercial, Height District 2 with Development Limitation). The Project Site is not zoned for agricultural use. Furthermore, no agricultural zoning is present in the surrounding area. The Project Site and surrounding area are also not enrolled under a Williamson Act Contract.<sup>5</sup> Therefore, the Project would not conflict with any zoning for agricultural uses or a Williamson Act Contract. No impacts would occur, and no mitigation measures are required. No further evaluation of this topic in additional environmental review is required.

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

**No Impact.** As previously discussed, the Project Site is located in an urbanized area and is currently developed with a two- to three-story commercial building with 43,077 square feet of floor area and a subterranean parking garage on the Northern Lot, and a surface parking lot with 21 parking spaces on the Southern Lot. The Project Site does not include any forest land or timberland. In addition, the Project Site is currently zoned for commercial uses. The Project Site is

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<sup>4</sup> City of Los Angeles Department of City Planning, *Zone Information and Map Access System (ZIMAS), Parcel Profile Reports for APN 5546-014-058 Lots 12, 13, 14, and 24, and APN 5546-014-029 Lot 17*, <http://zimas.lacity.org/>, accessed June 29, 2017.

<sup>5</sup> City of Los Angeles Department of City Planning, *Zone Information and Map Access System (ZIMAS), Parcel Profile Reports for APN 5546-014-058 Lots 12, 13, 14, and 24, and APN 5546-014-029 Lot 17*, <http://zimas.lacity.org/>, accessed June 29, 2017.

not zoned for forest land and is not used as forest land.<sup>6</sup> Therefore, the Project would not conflict with existing zoning for, or cause rezoning of, forest land or timberland as defined by the Public Resources Code. No impacts would occur, and no mitigation measures are required. No further evaluation of this topic in additional environmental review is required.

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

**No Impact.** As previously discussed, the Project Site is located in an urbanized area and does not include any forest land or timberland. Therefore, the Project would not result in the loss or conversion of forest land to non-forest use. No impacts would occur, and no mitigation measures are required. No further evaluation of this topic in additional environmental review is required.

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

**No Impact.** The Project Site is located in an urbanized area of the City of Los Angeles and does not include farmland. The Project Site and surrounding area are not mapped as farmland, are not zoned for farmland or agricultural use, and do not contain any agricultural uses. As such, the Project would not result in the conversion of farmland to non-agricultural use. No impacts would occur, and no mitigation measures are required. No further evaluation of this topic in additional environmental review is required.

### III. Air Quality

*Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:*

**a. Conflict with or obstruct implementation of the applicable air quality plan?**

**Potentially Significant Impact.** The Project Site is located within the 6,700-square-mile South Coast Air Basin (Basin). Within the Basin, the South Coast Air Quality Management District (SCAQMD) is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the Basin is in non-attainment (i.e., ozone, particulate matter less than 2.5 microns in size [PM<sub>2.5</sub>], and lead<sup>7</sup>). The SCAQMD's 2016 Air Quality Management Plan (AQMP) contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. These strategies are developed, in part, based on regional population, housing, and employment projections prepared by the Southern California Association of Governments (SCAG). SCAG is the regional planning agency for Los Angeles,

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<sup>6</sup> City of Los Angeles Department of City Planning, *Zone Information and Map Access System (ZIMAS), Parcel Profile Reports for APN 5546-014-058 Lots 12, 13, 14, and 24, and APN 5546-014-029 Lot 17*, <http://zimas.lacity.org/>, accessed June 29, 2017.

<sup>7</sup> *Partial non-attainment designation for the Los Angeles County portion of the Basin only.*

Orange, Ventura, Riverside, San Bernardino and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development and the environment.<sup>8</sup> With regard to future growth, SCAG has prepared the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS), which provides population, housing, and employment projections for cities under its jurisdiction. The growth projections in the 2016 RTP/SCS are based on growth projections in local general plans for jurisdictions in SCAG’s planning area.

Construction and operation of the Project may result in an increase in stationary and mobile source air emissions. As a result, development of the Project could conflict with the AQMP. Therefore, further analysis of the Project’s consistency with the SCAQMD’s AQMP will be provided in additional environmental review.

With regard to the Project’s consistency with the Congestion Management Program (CMP) administered by the Los Angeles Metropolitan Transportation Authority (Metro), implementation of the Project has the potential to generate additional vehicle trips, which could potentially add more than 50 trips to a CMP roadway intersection or more than 150 trips to a CMP freeway segment. Therefore, further analysis of this issue will be provided in additional environmental review.

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

**Potentially Significant Impact.** The Project would result in increased air pollutant emissions from the Project Site during construction (short-term) and operation (long-term). Construction-related pollutants would be associated with sources such as construction worker vehicle trips, the operation of construction equipment, site grading and preparation activities, and the application of architectural coatings. During Project operation, air pollutants would be emitted on a daily basis from motor vehicle travel, natural gas consumption, and other on-site activities. Therefore, the Project could violate air quality standards and further analysis of the Project’s construction and operational air pollutant emissions will be provided in additional environmental review.

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

**Potentially Significant Impact.** As discussed above, construction and operation of the Project would result in the emission of air pollutants in the Basin, which is currently in non-attainment of federal air quality standards for ozone, PM<sub>2.5</sub> and lead, and state air quality standards for ozone, PM<sub>10</sub>, and PM<sub>2.5</sub>. Therefore, implementation of the Project could potentially contribute to air quality impacts, which could cause a cumulative net increase in the Basin. As such, further

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<sup>8</sup> SCAG serves as the federally designated metropolitan planning organization (MPO) for the Southern California region.

analysis of cumulative air pollutant emissions associated with the Project will be provided in additional environmental review.

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

**Potentially Significant Impact.** As discussed above, the Project would result in increased air pollutant emissions from the Project Site during construction (short-term) and operation (long-term). Sensitive receptors located in the vicinity of the Project Site include residential uses to the west, southwest, and northeast of the Project Site. Therefore, further analysis of the Project's potential to result in substantial adverse impacts to sensitive receptors will be provided in additional environmental review.

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

**Less Than Significant Impact.** No objectionable odors are anticipated as a result of either construction or operation of the Project. Specifically, construction of the Project would involve the use of conventional building materials typical of construction projects of similar type and size. Any odors that may be generated during construction would be localized and temporary in nature and would not be sufficient to affect a substantial number of people or result in a nuisance as defined by SCAQMD Rule 402.

With respect to Project operation, according to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The Project would not involve these types of uses because the Project proposes only residential and commercial uses. On-site trash receptacles would be contained, located, and maintained in a manner that promotes odor control, and would not result in substantially adverse odor impacts.

Based on the above, the potential odor impact during construction and operation of the Project would be less than significant, and no mitigation measures are required. No further analysis of this topic in additional environmental review is required.

## IV. Biological Resources

*Would the project:*

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

**Less Than Significant Impact.** The Project Site is located in an urbanized area and is currently developed with a two-story commercial building with 43,077 square feet of floor area and a subterranean parking garage on the Northern Lot, and a surface parking lot with 21 parking spaces on the Southern Lot. Ornamental trees and landscaping do not exist on the Project Site.

Because of the improved nature of the Project Site and the surrounding areas, the absence of open space areas, and the lack of habitat on the Project Site, it is unlikely any special status species listed by the California Department of Fish and Wildlife or by the U.S. Fish and Wildlife Service would be present on-site.<sup>9,10</sup> Therefore, the Project would not have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in additional environmental review is required.

**b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?**

**No Impact.** The Project Site is located in an urbanized area and is currently developed with a two-story commercial building with 43,077 square feet of floor area and a subterranean parking garage on the Northern Lot, and a surface parking lot with 21 parking spaces on the Southern Lot. No riparian or other sensitive natural community exists on the Project Site or in the immediate surrounding area.<sup>11,12</sup> In addition, there are no other sensitive natural communities identified by the California Department of Fish and Game or the US Fish and Wildlife Service.<sup>13,14,15</sup> Therefore, the Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans. No impact would occur, and no mitigation measures are required. No further evaluation of this topic in additional environmental review is required.

**c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh,**

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<sup>9</sup> California Department of Fish and Wildlife, *California Natural Diversity Database, Special Animals List*, April 2017, <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=109406&inline>, accessed June 27, 2017.

<sup>10</sup> United States Fish and Wildlife Service, *ECOS Environmental Conservation Online System, Listed species believed to or known to occur in California*, <https://ecos.fws.gov/ecp0/reports/species-listed-by-state-report?state=CA&status=list>, accessed June 27, 2017.

<sup>11</sup> City of Los Angeles Department of City Planning, *Zone Information and Map Access System (ZIMAS), Parcel Profile Reports for APN 5546-014-058 Lots 12, 13, 14, and 24, and APN 5546-014-029 Lot 17*, <http://zimas.lacity.org/>, accessed June 29, 2017.

<sup>12</sup> United States Environmental Protection Agency, *NEPAssist*, [www.epa.gov/nepa/nepassist](http://www.epa.gov/nepa/nepassist), accessed June 27, 2017.

<sup>13</sup> California Department of Fish and Wildlife, *Biogeographic Information and Observation System (BIOS)*, [www.wildlife.ca.gov/Data/BIOS](http://www.wildlife.ca.gov/Data/BIOS), accessed June 27, 2017.

<sup>14</sup> California Department of Fish and Wildlife, *CDFW Lands*, [www.wildlife.ca.gov/Lands](http://www.wildlife.ca.gov/Lands), accessed June 27, 2017.

<sup>15</sup> United States Fish and Wildlife Service, *National Wetlands Inventory*, [www.fws.gov/wetlands/index.html](http://www.fws.gov/wetlands/index.html), accessed June 27, 2017.

**vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

**No Impact.** The Project Site is located in an urbanized area and is currently developed with a two-story commercial building with 43,077 square feet of floor area and a subterranean parking garage on the Northern Lot, and a surface parking lot with 21 parking spaces on the Southern Lot. No water bodies or federally protected wetlands as defined by Section 404 of the Clean Water Act exist on the Project Site or in the immediate vicinity of the Project Site.<sup>16</sup> As such, the Project would not have an adverse effect on federally protected wetlands. No impact would occur, and no mitigation measures are required. No further evaluation of this topic in additional environmental review is required.

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

**Less Than Significant Impact.** As described above, the Project Site is located in an urbanized area and is currently developed with a two-story commercial building with 43,077 square feet of floor area and a subterranean parking garage on the Northern Lot, and a surface parking lot with 21 parking spaces on the Southern Lot. In addition, the areas surrounding the Project Site are fully developed and there are no large expanses of open space within or surrounding the Project Site which provide linkages to natural open space areas and/or serve as wildlife corridors. Specifically, the Project Site is not located within the Los Angeles River Watershed or significant ecological areas [SEAs] (i.e., Santa Monica Mountains, Verdugo Mountains, or Griffith Park), or near other sites with surface water (e.g., Hansen Dam and Sepulveda Basin), or between areas of wildlife movement.<sup>17,18,19,20</sup> Accordingly, development of the Project would not interfere substantially with any established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites. Furthermore, there are no open space areas, trees, or landscaping on the Project Site, and there are no water bodies that could serve as habitat for fish exist on the Project Site or in the vicinity of the Project Site. Impacts would be less than significant and no mitigation measures are required. No further evaluation of this topic in additional environmental review is required.

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

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<sup>16</sup> *United States Fish and Wildlife Service, National Wetlands Inventory, [www.fws.gov/wetlands/index.html](http://www.fws.gov/wetlands/index.html), accessed June 27, 2017.*

<sup>17</sup> *City of Los Angeles, Los Angeles River Revitalization, Ecosystem, <http://lariver.org/ecosystem>, accessed June 26, 2017.*

<sup>18</sup> *County of Los Angeles, General Plan 2035, Figure 9.3, Significant Ecological Areas and Coastal Resource Areas Policy Map.*

<sup>19</sup> *County of Los Angeles, General Plan 2035, Figure 9.2, Regional Habitat Linkages.*

<sup>20</sup> *United States Environmental Protection Agency, NEPAassist, [www.epa.gov/nepa/nepassist](http://www.epa.gov/nepa/nepassist), accessed June 27, 2017*

**Less Than Significant Impact.** The City's protected tree regulations (Ordinance No. 177,404) regulate the relocation or removal of specified protected trees, which include all Southern California native oak trees (excluding scrub oak), California black walnut trees, Western sycamore trees, and California Bay trees of at least four inches in diameter at breast height. A survey of the Project Site was conducted by Evergreen Arborist Consultants, Inc. on July 10, 2016. The results of the survey are summarized in a letter dated July 27, 2016, from Michael F. Green, which has been included as Appendix IS-1 of this Initial Study. Based on the survey, the Project site does not contain any protected tree species or significant trees as defined in Ordinance No. 177,404. Furthermore, there are no protected or significant street trees adjacent to the Project Site. Therefore, the Project would not conflict with any local policies or ordinances protecting biological resources. Impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in additional environmental review is required.

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

**No Impact.** The Project Site is located in an urbanized area and is currently developed with a two-story commercial building with 43,077 square feet of floor area and a subterranean parking garage on the Northern Lot, and a surface parking lot with 21 parking spaces on the Southern Lot. As previously described, there are no open space areas, trees, or landscaping on the Project Site. The Project Site does not support any habitat or natural community. Accordingly, no Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plans apply to the Project Site.<sup>21,22</sup> Thus, the Project would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other related plans. No impact would occur, and no mitigation measures are required. No further evaluation of this topic in additional environmental review is required.

## V. Cultural Resources

*Would the project:*

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

**Potentially Significant Impact.** Section 15064.5 of the CEQA Guidelines generally defines a historic resource as a resource that is: (1) listed in, or determined to be eligible for listing in the California Register of Historical Resources (California Register); (2) included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code); or (3) identified as significant in an historical resources survey (meeting the criteria in Section 5024.1(g) of the

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<sup>21</sup> *City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Reports for APN 5546-014-058 Lots 12, 13, 14, and 24, and APN 5546-014-029 Lot 17, <http://zimas.lacity.org/>, accessed June 29, 2017.*

<sup>22</sup> *California Department of Fish & Wildlife, California Regional Conservation Plans [map], August 2015.*

Public Resources Code). In addition, any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register. The California Register automatically includes all properties listed in the National Register of Historic Places (National Register) and those formally determined to be eligible for listing in the National Register. The local register of historical resources is managed by the City of Los Angeles Office of Historic Resources, which operates SurveyLA, a program to identify significant historic resources throughout the City.

While the Project Site has not been identified as a potential historic resource by SurveyLA or by any other prior survey of the Hollywood area, the Project Site is adjacent to the Cinerama Dome, which is a designated Historic-Cultural monument (HCM-659) and is assigned California Historical Resources Status Code 5S1 (Individual property that is listed or designated locally).<sup>23</sup> Furthermore, the Project Site is in proximity to several other historical resources including Engine Company No. 27.<sup>24</sup> Therefore, given the proximity of the Project Site to these historical resources, analysis of potential indirect impacts to these resources will be provided in additional environmental review.

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

**Potentially Significant Impact.** Section 15064.5(a)(3)(D) of the CEQA Guidelines generally defines archaeological resources as any resource that "has yielded, or may be likely to yield, information important in prehistory or history." Archaeological resources are features, such as tools, utensils, carvings, fabric, building foundations, etc., that document evidence of past human endeavors and that may be historically or culturally important to a significant earlier community. The Project Site is located within an urbanized area of the City of Los Angeles and has been subject to grading and development in the past. Therefore, surficial archaeological resources that may have existed at one time have likely been previously disturbed. Nonetheless, the Project would require grading, excavation to a maximum depth of 41 feet, and other construction activities that could have the potential to disturb existing but undiscovered archaeological resources. Therefore, further analysis of this issue will be provided in additional environmental review.

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

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<sup>23</sup> City of Los Angeles Office of Historic Resources, *Historic Places LA, Los Angeles Historic Resources Inventory, Cinerama Dome Resource Report* [www.historicplacesla.org/reports/db664923-7591-40e1-be4a-929221892dfe](http://www.historicplacesla.org/reports/db664923-7591-40e1-be4a-929221892dfe), accessed June 26, 2017.

<sup>24</sup> City of Los Angeles Office of Historic Resources, *Historic Places LA, Los Angeles Historic Resources Inventory, Map View*, [www.historicplacesla.org/map](http://www.historicplacesla.org/map), accessed June 26, 2017.

**Potentially Significant Impact.** Paleontological resources are the fossilized remains of organisms that have lived in a region in the geologic past and whose remains are found in the accompanying geologic strata. This type of fossil record represents the primary source of information on ancient life forms, since the majority of species that have existed on earth from this era are extinct. Section 5097.5 of the California Public Resources Code specifies that any unauthorized removal of paleontological remains is a misdemeanor. Furthermore, California Penal Code Section 622.5 includes penalties for damage or removal of paleontological resources.

The Project would require excavation of approximately 39,900 cubic yards of soil at a depth of approximately 41 feet below ground surface. Although the Project Site has been previously graded and developed, there remains the potential to disturb previously undiscovered paleontological resources that may exist within the Project Site. Therefore, further analysis of this issue will be provided in additional environmental review.

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

**Less Than Significant Impact.** Although no human remains are known to have been found based on previous development on the Project Site, there is the possibility that unknown resources could be encountered during construction of the Project, particularly during ground-disturbing activities such as excavation and grading. While the uncovering of human remains is not anticipated, if human remains are discovered during construction, such resources would be treated in accordance with state law, including Section 15064.5(e) of the CEQA Guidelines, Section 5097.98 of the California Public Resources Code and Section 7050.5 of the California Health and Safety Code. Specifically, if human remains are encountered, work on the portion of the Project Site where remains have been uncovered would be suspended and the City of Los Angeles Public Works Department and the County Coroner would be immediately notified. If the remains are determined by the County Coroner to be Native American, the Native American Heritage Commission would be notified within 24 hours, and the guidelines of the Native American Heritage Commission would be adhered to in the treatment and disposition of the remains. Compliance with the regulatory standards described above would ensure appropriate treatment of any potential human remains unexpectedly encountered during grading and excavation activities. However, the likelihood of encountering human remains is low. Therefore, the Project's impact on human remains would be less than significant and no mitigation measures would be required. No further evaluation of this topic in additional environmental review is required.

## VI. Geology and Soils

In 2015, the California Supreme Court in *California Building Industry Assn. v. Bay Area Air Quality Management District (CBIA v. BAAQMD)*, held that CEQA generally does not require a lead agency to consider the impacts of the existing environment on the future residents or users of the project. The revised thresholds are intended to comply with this decision. Specifically, the decision held that an impact from the existing environment to the project, including future users and/or residents, is not an impact for purposes of CEQA. However, if the project, including future users and residents, exacerbates existing conditions that already exist, that impact must be assessed, including how it might affect future users and/or residents of the project. In accordance

with Appendix G of the State CEQA Guidelines and the *CBIA v. BAAQMD* decision, the project would have a significant impact related to geology and soils if it would result in any of the following impacts.

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

**Potentially Significant Impact.** Fault rupture occurs when movement on a fault deep within the earth breaks through to the surface. Based on criteria established by the California Geological Survey (CGS), faults can be classified as active, potentially active, or inactive. Active faults are those having historically produced earthquakes or shown evidence of movement within the past 11,000 years (during the Holocene Epoch). Potentially active faults have demonstrated displacement within the last 1.6 million years (during the Pleistocene Epoch) while not displacing Holocene Strata. Inactive faults do not exhibit displacement younger than 1.6 million years before the present. In addition, there are buried thrust faults, which are faults with no surface exposure. Due to their buried nature, the existence of buried thrust faults is usually not known until they produce an earthquake.

The CGS establishes regulatory zones around active faults, called Alquist-Priolo Earthquake Fault Zones (previously called Special Study Zones). These zones, which extend from 200 to 500 feet on each side of the known fault, identify areas where a potential surface fault rupture could prove hazardous for buildings used for human occupancy. Development projects located within an Alquist-Priolo Earthquake Fault Zone are required to prepare special geotechnical studies to characterize hazards from any potential surface ruptures. In addition, the City of Los Angeles designates Fault Rupture Study Areas along the sides of active and potentially active faults to establish areas of potential hazard due to fault rupture.

The Project Site is not within a currently established Alquist-Priolo Earthquake Fault Zone for surface fault rupture hazards.<sup>25, 26</sup> According to the City's Zoning Information and Map Access System (ZIMAS), the nearest active fault to the Project Site is the Hollywood Fault, located approximately 1.1 kilometers (or 0.7 mile) to the north.<sup>27</sup> However, further analysis of this issue will

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<sup>25</sup> California Geological Survey. *Earthquake Zones of Required Investigation, Hollywood Quadrangle*, released November 6, 2014.

<sup>26</sup> City of Los Angeles Department of City Planning, *Zone Information and Map Access System (ZIMAS), Parcel Profile Reports for APN 5546-014-058 Lots 12, 13, 14, and 24, and APN 5546-014-029 Lot 17*, <http://zimas.lacity.org/>, accessed June 29, 2017.

<sup>27</sup> City of Los Angeles Department of City Planning, *Zone Information and Map Access System (ZIMAS), Parcel Profile Reports for APN 5546-014-058 Lots 12, 13, 14, and 24, and APN 5546-014-029 Lot 17*, <http://zimas.lacity.org/>, accessed June 29, 2017.

be provided in additional environmental review to determine if the Project could cause in whole or in part rupture of the fault by the Project's exacerbation of existing environmental conditions.

**ii. Strong seismic ground shaking caused in whole or in part by the project's exacerbation of the existing environmental conditions?**

**Potentially Significant Impact.** The Project Site is located in the seismically active Southern California region and could be subjected to moderate to strong ground shaking in the event of an earthquake on one of the many active Southern California faults. Further analysis will be provided in additional environmental review to determine if the Project could cause strong seismic ground shaking in whole or in part by the Project's exacerbation of existing environmental conditions.

**iii. Seismic-related ground failure, including liquefaction caused in whole or in part by the project's exacerbation of the existing environmental conditions?**

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

Both the CGS Seismic Hazards Map of the State of California, Hollywood Quadrangle and the ZIMAS indicate that the Project Site is not located in an area that has been identified by the state as being potentially susceptible to liquefaction.<sup>28,29</sup> This determination is based on groundwater depth records and prevalent soil types. Nevertheless, a more detailed analysis will be provided in additional environmental review to determine if the Project could cause seismic-related ground failure, including liquefaction, in whole or in part by the Project's exacerbation of the existing environmental conditions.

**iv. Landslides, caused in whole or in part by the project's exacerbation of the existing environmental conditions?**

**Less Than Significant Impact.** Landslides generally occur in loosely consolidated, wet soil and/or rocks on steep sloping terrain. The Project Site and surrounding area are fully developed and generally characterized by flat topography. The Project Site is not located in a landslide area as mapped by the City of Los Angeles, or within a landslide zone as mapped by CGS, and the

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<sup>28</sup> California Geological Survey. *Earthquake Zones of Required Investigation, Hollywood Quadrangle*, released November 6, 2014.

<sup>29</sup> City of Los Angeles Department of City Planning, *Zone Information and Map Access System (ZIMAS), Parcel Profile Reports for APN 5546-014-058 Lots 12, 13, 14, and 24, and APN 5546-014-029 Lot 17*, <http://zimas.lacity.org/>, accessed June 29, 2017.

probability of seismically induced landslides occurring at the Project Site would be considered low.<sup>30,31</sup> Therefore, the Project would not exacerbate existing conditions that would result in landslides that would expose people or structures to substantial adverse effects. No significant impacts would occur and no mitigation measures would be required. No further evaluation of this topic in additional environmental review is required.

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

**Less Than Significant Impact.** The Project Site is currently improved with a commercial building and a surface parking lot, and no topsoil is exposed. Development of the Project would require grading, excavation, and other construction activities that have the potential to disturb existing soils and expose soils to rainfall and wind, thereby potentially resulting in soil erosion. However, construction activities would occur in accordance with erosion control requirements, including grading and dust control measures, imposed by the City pursuant to grading permit regulations. Specifically, Project construction would comply with the Los Angeles Building Code, which requires necessary permits, plans, plan checks, and inspections to ensure that the Project would reduce the sedimentation and erosion effects. In addition, on-site grading and site preparation would comply with all applicable provisions of Chapter IX, Article 1 of the LAMC, which addresses grading, excavations, and fills. During Project operations, the potential for soil erosion is low since the Project Site would be fully developed. Therefore, with compliance with regulatory requirements, impacts regarding soil erosion or the loss of topsoil would be less than significant, and no mitigation measures are required. No further analysis of this topic in additional environmental review is required.

**c. Be located on a geologic unit that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse, caused in whole or in part by the project's exacerbation of the existing environmental conditions?**

**Potentially Significant Impact.** Further analysis is required to determine if the Project is located on a geologic unit that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse, caused in whole or in part by the Project's exacerbation of the existing environmental conditions.

**d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property caused in whole or in part by the project's exacerbation of the existing environmental conditions?**

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<sup>30</sup> *Los Angeles General Plan Safety Element, November 1996, Exhibit C, Landslide Inventory & Hillside Areas, p. 51.*

<sup>31</sup> *California Geological Survey. Earthquake Zones of Required Investigation, Hollywood Quadrangle, released November 6, 2014.*

**Potentially Significant Impact.** Expansive soils are typically associated with fine-grained clayey soils that have the potential to shrink and swell with repeated cycles of wetting and drying. The Project Site may contain soils that are considered to have a moderate expansion potential. Further analysis will be provided in additional environmental review to determine if the Project is located on expansive soil and would create substantial risks to life or property caused in whole or in part by the Project's exacerbation of existing environmental conditions.

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

**No Impact.** The Project Site is located within a community served by existing sewage infrastructure. The Project's wastewater demand would be accommodated by connections to the existing wastewater infrastructure. As such, the Project would not require the use of septic tanks or alternative wastewater disposal systems. Therefore, the Project would have no impact related to the ability of soils to support septic tanks or alternative wastewater disposal systems. No impact would occur, and no mitigation measures are required. No further evaluation of this topic in additional environmental review is required.

## VII. Greenhouse Gas Emissions

*Would the project:*

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

**Potentially Significant Impact.** Gases that trap heat in the atmosphere are called greenhouse gases since they have effects that are analogous to the way in which a greenhouse retains heat. Greenhouse gases are emitted by both natural processes and human activities. The accumulation of greenhouse gases in the atmosphere affects the earth's temperature. Activities associated with the Project, including construction and operational activities, would result in greenhouse gas emissions, which might have a significant impact on the environment. Further analysis of the Project's greenhouse gas emissions will be provided in additional environmental review.

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

**Potentially Significant Impact.** As the Project would emit greenhouse gases, additional environmental review will determine whether the Project conflicts with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases (e.g., Assembly Bill 32 and the City of Los Angeles Green Building Code).

## VIII. Hazards and Hazardous Materials

The following analysis is based, in part, on the *Environmental Site Assessment—Phase I, Commercial Property, APN 5546-014-029 & -058, 6400 Sunset Blvd & 1419 Ivar Ave, Hollywood, CA 90028* (Phase I ESA) prepared for the Project by California Environmental, dated August 2015. This report is included as Appendix IS-2 of this Initial Study.

As discussed above, in 2015, the California Supreme Court in *CBIA v. BAAQMD*, held that CEQA generally does not require a lead agency to consider the impacts of the existing environment on the future residents or users of the project. The revised thresholds are intended to comply with this decision. Specifically, the decision held that an impact from the existing environment to the project, including future users and/or residents, is not an impact for purposes of CEQA. However, if the project, including future users and residents, exacerbates existing conditions that already exist, that impact must be assessed, including how it might affect future users and/or residents of the project. For example, if construction of the project on a hazardous waste site will cause the potential dispersion of hazardous waste in the environment, the EIR should assess the impacts of that dispersion to the environment, including to the project's residents. Thus, in accordance with Appendix G of the State CEQA Guidelines and the *CBIA v. BAAQMD* decision, the project would have a significant impact related to hazards and hazardous materials if it would result in any of the following impacts.

*Would the project:*

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

**Less Than Significant Impact.** The types and amounts of hazardous materials that would be used in connection with the Project would be typical of those used during construction of residential and commercial developments and would include vehicle fuels, paints, oils, and transmission fluids. Similarly, the types and amounts of hazardous materials used during operation of the proposed residential and commercial uses would be typical of such developments and would include cleaning solvents, pesticides for landscaping, painting supplies, and petroleum products. In addition, all potentially hazardous materials would be used, stored, and disposed of in accordance with manufacturers' instructions and handled in compliance with applicable federal, state, and local regulations. Any associated risk would be reduced through compliance with these standards and regulations. Therefore, the Project's impact related to the transport, use, or disposal of hazardous materials would be less than significant, and no mitigation measures are required. No further evaluation of this topic in additional environmental review is required.

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

**Less Than Significant Impact.** The Phase I ESA conducted for the Project included a review of available federal, state, and local databases; a site reconnaissance to identify potential hazards on-site and immediately adjacent to the Project Site; consultation with local agency representatives; and a review of historical sources to identify previous land uses on the Project

Site and in the surrounding area.<sup>32</sup> The Project Site is currently developed with a 43,077-square-foot, two- to three-story commercial building with a subterranean parking garage, and a surface parking lot.

During the site reconnaissance, use of significant hazardous substances was not observed. There was also no evidence of existing aboveground or underground storage tanks, clarifiers, sumps, or grease interceptors on the Project Site. In addition, no evidence of transformers or equipment containing toxic polychlorinated biphenyls (PCBs) or evidence of spills, stains, or leaks was observed on-site. Furthermore, no strong, pungent, or noxious odors were evident during the site reconnaissance and no other indications of release of hazardous substances or other conditions of environmental concern were observed.

The Project Site is not located within a Methane Zone or Methane Buffer Zone identified by the City.<sup>33</sup> According to a Phase I ESA, the Project Site is not located within a recognized methane hazard zone and there are no oil wells or oil fields within a 2,000-foot radius of the Project Site. Furthermore, the Phase I ESA indicated that although a radon hazard assessment was not conducted for the Project Site, the radon levels at 13 sites located within the 90028 ZIP Code in Los Angeles County were below the federal action level. Thus, the likelihood of radon levels being above the federal action level at the Project Site is considered low. The Phase I ESA also concluded that a vapor encroachment condition does not exist on the Project Site.

The Project would require the demolition of the existing 43,077 square foot commercial building in order to construct the proposed 28-story mixed use building. The Phase I ESA includes a record of suspect asbestos containing materials (ACMs) and noted that all observed suspect ACMs appeared to be in good condition during the site reconnaissance and are not expected be an environmental concern. In addition, the Phase I ESA notes that based on the age of the existing building, which was built in 2001, it is unlikely that lead-based paint (LBP) would be present in the demolition debris. Nonetheless, in the unlikely event that ACMs and/or LBP are discovered during construction, all ACMs and LBP would be removed in accordance with all applicable regulatory requirements. Specifically, in accordance with SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities), prior to demolition activities associated with the Project, the Applicant would conduct a survey of the existing areas where construction would occur to verify the presence or absence of any of these materials and conduct remediation or abatement before any disturbance occurs. Furthermore, the California Division of Occupational Safety and Health (Cal-OSHA) has established limits of exposure to lead contained in dusts and fumes through California Code of Regulations, Title 8, Section 1532.1, which provides for exposure limits, exposure monitoring, and respiratory protection, and mandates good working practices by workers exposed to lead, particularly since demolition workers are at greatest risk of adverse health exposure. Lead-contaminated debris and other wastes must also be managed and disposed of in

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<sup>32</sup> *California Environmental, Environmental Site Assessment—Phase I, Commercial Property, APN 5546-014-029 & -058, 6400 Sunset Blvd & 1419 Ivar Ave, Hollywood, CA 90028, August 2015, p. 2-4.*

<sup>33</sup> *City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Reports for APN 5546-014-058 Lots 12, 13, 14, and 24, and APN 5546-014-029 Lot 17, <http://zimas.lacity.org/>, accessed June 29, 2017.*

accordance with applicable provisions of the California Health and Safety Code. Mandatory compliance with these regulatory requirements would reduce any potential risks associated with ACMs and LBP to acceptable levels.

As part of the Phase I ESA, the previous uses of the Project Site and nearby properties were also evaluated to identify any historically recognized environmental conditions. As detailed in the Phase I ESA, the Northern Lot was undeveloped until the early 1900s when it was developed with stables, a riding academy, and residential structures from 1907 to 1919. By 1950, the Northern Lot was occupied by retail stores, offices, a residence, and an auto sales/repair facility. Additional commercial and retail buildings were developed on the Project Site by 1955. Commercial and retail uses, including auto-related uses, continued on the Project Site until the early 2000s when the current commercial building was constructed. However, the Phase I ESA did not identify the historic use of the Northern Lot for auto repair uses as a significant environmental concern.<sup>34</sup> The Southern Lot was vacant until approximately 1919 when it was developed for residential uses. Records indicate that the Southern Lot was occupied by a residential use between 1933 and 1942. By 1950, the Southern Lot was again vacant land. By the 1960s, the Southern Lot was developed for its current use as a surface parking lot.

Furthermore, as discussed above in Response to Checklist Question VIII.a, the types and amounts of hazardous materials that would be used in connection with the Project would be typical of those used during construction activities and those used residential and commercial operations. In addition, all such materials would be used, stored and disposed of in accordance with manufacturers' instructions and in compliance with applicable federal, state, and local regulations. As such, the use of such materials would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

Based on the above, the Project would not create a significant hazard to the public or the environment resulting from the release of a hazardous material into the environment. Therefore, impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in additional environmental review is required.

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

**Less Than Significant Impact.** While there are no schools within one-quarter mile of the Project Site, Selma Avenue Elementary School is located approximately 0.29 mile northwest at 6611 Selma Avenue; Blessed Sacrament School is located approximately 0.31 mile west at 6641 Sunset Boulevard; and Stratford School is located approximately 0.35 mile south at 1200 N. Cahuenga Boulevard. Nonetheless, as discussed above in Response to Checklist Question VIII.a, the types and amounts of hazardous materials that would be used in connection

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<sup>34</sup> *Environmental Site Assessment—Phase I, Commercial Property, APN 5546-014-029 & -058, 6400 Sunset Blvd & 1419 Ivar Ave, Hollywood, CA 90028, p. 23.*

with the Project would be typical of those used during construction of residential and commercial developments, and would include vehicle fuels, paints, oils, and transmission fluids. Similarly, the types and amounts of hazardous materials used during operation of the proposed residential and commercial uses would be typical of such developments and would include cleaning solvents, pesticides for landscaping, painting supplies, and petroleum products. In addition, all potentially hazardous materials to be used during construction and operation of the Project would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable federal, state, and local regulations. Furthermore, as explained under Checklist Question VIII.b, the Project would not create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Therefore, with proper handling and storage, the use of such materials would not create a significant hazard to nearby schools. Impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in additional environmental review is required.

**d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment caused in whole or in part from the project's exacerbation of existing environmental conditions?**

**Less Than Significant Impact.** Section 65962.5 of the California Government Code requires the California Environmental Protection Agency (CalEPA) to develop and update annually the Cortese List, which is a "list" of hazardous waste sites and other contaminated sites. While Section 65962.5 makes reference to the preparation of a "list," many changes have occurred related to web-based information access since 1992 and information regarding the Cortese List is now compiled on the websites of the Department of Toxic Substances Control (DTSC), the State Water Board, and CalEPA. The DTSC maintains the EnviroStor database, which includes sites on the Cortese List and also identifies potentially hazardous sites where cleanup actions or extensive investigations are planned or have occurred. The database provides a listing of federal Superfund sites, state response sites, voluntary cleanup sites, and school cleanup sites.

As previously discussed under Checklist Question VIII.a, the Phase I ESA included the results of consultation with local agency representatives and a review of available federal, state, and local records. In addition, a regulator database records search (see Appendix IV to the Phase I ESA) was conducted as part of the Phase I ESA for the Project Site to identify known and suspected sites of environmental contamination. The Project Site was identified in the regulatory database as a Haznet site for the generation and off-site disposal of asbestos waste during building demolition work in the late 1990s.<sup>35</sup> This listing on the Haznet site is not expected to represent a significant environmental concern since asbestos has been removed from the Project Site and disposed of in accordance with regulations. Furthermore, the Phase I ESA did not identify any other recognized environmental conditions, historical recognized environmental conditions, or controlled recognized environmental conditions on the Project Site. Therefore, the Project would

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<sup>35</sup> *Environmental Site Assessment—Phase I, Commercial Property, APN 5546-014-029 & -058, 6400 Sunset Blvd & 1419 Ivar Ave, Hollywood, CA 90028, p. 16.*

not create a significant hazard to the public or the environment associated with identification of the Project Site on a hazardous materials list, and would not have the potential to exacerbate current environmental conditions that would create a significant hazard. Impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in additional environmental review is required.

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

**No Impact.** The Project Site is not located within an area subject to an airport land use plan or within 2 miles of an airport or within an area subject to an airport land use plan. The closest airport to the Project Site is the Bob Hope Airport in Burbank, which is located approximately 7.2 miles north of the Project Site. Given the distance between the Project Site and Burbank Bob Hope Airport, the Project would not result in a safety hazard for people residing or working in the Project area. Therefore, no impact would occur, and no mitigation measures are required. No further evaluation of this topic in additional environmental review is required.

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

**No Impact.** The Project Site is not located within the vicinity of a private airstrip. The nearest private airstrip is the Los Alamitos Army Airfield, located approximately 26 miles southeast of the Project Site. Given the distance between the Project Site and the Los Alamitos Army Airfield, the Project would not result in a safety hazard for people residing or working in the Project area. No impact would occur, and no mitigation measures are required. No further evaluation of this topic in additional environmental review is required.

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

**Less Than Significant Impact.** The City of Los Angeles Safety Element addresses public protection from unreasonable risks associated with natural disasters (e.g., fires, floods, earthquakes) and sets forth guidance for emergency response. Specifically, the Safety Element includes Exhibit H, Critical Facilities and Lifeline Systems, which identifies emergency evacuation routes, along with the location of selected emergency facilities. According to the Safety Element, the Project Site is not located along a designated disaster route.<sup>36</sup> The nearest disaster routes are Santa Monica Boulevard located approximately 0.4 mile to the south, and Highland Avenue located approximately 0.5 mile to the west. The majority of construction activities for the Project would be confined to the Project Site itself; however, limited off-site infrastructure improvements may require some work in adjacent street rights-of-way. As such, some partial lane closures on Sunset Boulevard, Cahuenga Boulevard, and Ivar Avenue may occur. However, these closures would be

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<sup>36</sup> *Los Angeles General Plan Safety Element, November 1996, Exhibit H, Critical Facilities and Lifeline Systems, p. 61.*

temporary in nature and even in the event of partial lane closures, both directions of travel on area roadways would be maintained. The Project would also include adequate emergency access in compliance with LAMC Section 57.3406 and Los Angeles Fire Department (LAFD) emergency access requirements. Impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in additional environmental review is required.

**h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including, where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands, caused in whole or in part from the project's exacerbation of existing environmental conditions?**

**No Impact.** There are no wildlands located in the vicinity of the Project Site. Furthermore, the Project Site is not located within a City-designated Very High Fire Hazard Severity Zone.<sup>37</sup> The Project would be developed in accordance with LAMC requirements pertaining to fire safety. Additionally, the proposed uses would not create a fire hazard that has the potential to exacerbate the current environmental conditions relative to wildfires. Therefore, the Project would not exacerbate current environmental conditions and subject people or structures to a significant risk of loss, injury, or death as a result of exposure to wildland fires. Impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in additional environmental review is required.

## IX. Hydrology and Water Quality

The following analysis is based on the *6400 Sunset Boulevard Mixed-Use Project, Water Resources, Wastewater and Energy Initial Study Report* (Utility Technical Report) prepared for the Project by KPFF, April 28, 2017, and included as Appendix IS-3 of this Initial Study.

*Would the project:*

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

**Less Than Significant Impact.** During Project construction, particularly during the grading and excavation phases, stormwater runoff from precipitation events could cause exposed and stockpiled soils to be subject to erosion and convey sediments into municipal storm drain systems. On-site watering activities to reduce airborne dust could also contribute to pollutant loading in runoff, although the probability is low. However, Project construction activities would occur in accordance with City grading permit regulations (Chapter IX, Division 70 of the LAMC), which requires the preparation of an erosion control plan to reduce the effects of sedimentation and erosion. Compliance with these existing regulatory requirements would ensure that impacts to water quality during construction would be less than significant. No further evaluation of this topic in additional environmental review is required.

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<sup>37</sup> *City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Reports for APN 5546-014-058 Lots 12, 13, 14, and 24, and APN 5546-014-029 Lot 17, <http://zimas.lacity.org/>, accessed June 29, 2017.*

During operation, the Project would introduce sources of potential stormwater pollution that are typical of residential and commercial developments (e.g., cleaning solvents, pesticides for landscaping, and petroleum products associated with parking and circulation areas). However, the Project would be designed to comply with the Los Angeles County Department of Public Works (LACDPW) Hydrology Manual, and with the City's Low Impact Development (LID) Ordinance (Ordinance No. 181,899). With compliance with these regulatory requirements, impacts to water quality during operation would be less than significant. No further evaluation of this topic in additional environmental review is required.

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

**Less Than Significant Impact.** The historic high groundwater level beneath the site was more than 50 feet below the existing ground surface.<sup>38</sup> The Utility Technical Report estimates that groundwater will be encountered at a depth between 41 feet and 66 feet below ground surface. As previously stated, the Project would require excavation of a maximum depth of approximately 41 feet below the existing ground surface. Therefore, it is not anticipated that Project construction would encounter groundwater that would require either temporary or permanent dewatering operations. However, in the event that groundwater is encountered during construction, temporary pumps and filtrations would be utilized in compliance with the National Pollutant Discharge Elimination System (NPDES) permit. The temporary system would comply with all relevant NPDES requirements related to construction and discharges from dewatering operations. As such, Project construction would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge.

Operation of the Project would not interfere with groundwater recharge. The Project Site is located in an urbanized area and is developed with a two-story commercial building and surface parking lot. As described in the Utility Technical Report, the Project Site is currently approximately 100 percent impervious. Therefore, the degree to which surface water infiltration and groundwater recharge occurs on-site is negligible. Upon completion of the Project, the Project Site would continue to be approximately 100 percent impervious. Accordingly, surface water infiltration and groundwater recharge on the Project Site would remain negligible. As such, construction and operation of the Project would not substantially affect groundwater levels beneath the Project Site, including depleting groundwater supplies or resulting in a substantial net deficit in the aquifer volume or lowering of the local groundwater table. Therefore, impacts on groundwater would be less than significant, and no mitigation measures would be required. No further evaluation of this topic in additional environmental review is required.

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<sup>38</sup> *California Geological Survey, Seismic Hazard Zone Report for the Hollywood 7.5-Minute Quadrangle, Los Angeles County, California, Plate 1.2, 1998.*

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

**Less Than Significant Impact.** As discussed above, the Project Site is currently 100 percent impervious and is developed with a 43,077-square-foot, two-story commercial building and surface parking lot. The Project Site is not crossed by any water courses or rivers. Currently, stormwater runoff from the Northern Lot is conveyed by sheet flow from the sidewalk to the surrounding streets. Based on visual observation, stormwater runoff from the roof of the existing building is conveyed to the curb drains along Ivar Avenue, Cahuenga Boulevard and Sunset Boulevard then drains into the curb gutters.<sup>39</sup> Stormwater runoff from the Southern Lot is conveyed by sheet flow, from northwest to southeast and into the existing alley immediately south of the Project Site.

The LACDPW Hydrology Manual requires that a stormwater drainage system be designed for a 25-year storm event and that the combined capacity of a storm drain and street flow system accommodates runoff flows from a 50-year storm event. The L.A. CEQA Thresholds Guide also uses the 50-year storm event to analyze potential impacts. Based on the Utility Technical Report, the Northern Lot has an existing 50-year peak flow rate of 2.3 cubic feet per second (cfs) and the Southern Lot has an existing 50-year peak flow rate of 0.51 cfs. Upon completion of the Project, the Project Site would continue to be 100 percent impervious and the Project would not increase the existing peak flow rate or runoff volumes into the stormwater drainage system. Erosion or siltation would not occur since the Project Site would be fully developed and 100 percent impervious. Therefore, the Project would not alter the existing drainage pattern of the Project Site in a manner which would result in substantial erosion or siltation on or off-site. Impacts would be less than significant, and no mitigation measures would be required. No further evaluation of this topic in additional environmental review is required.

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

**Less Than Significant Impact.** As discussed above under Checklist Question IX.c, the Project Site does not contain streams and would remain 100 percent impervious at buildout and the Project would not increase the existing peak flow rate or runoff volumes into the stormwater drainage system. Therefore, the Project would not alter the existing drainage pattern of the Project Site or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. Impacts would be less than significant, and no mitigation measures would be required. No further evaluation of this topic in additional environmental review is required.

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<sup>39</sup> *KPFF, 6400 Sunset Boulevard Mixed-Use Project, Water Resources, Wastewater and Energy Initial Study Report, April 28, 2017.*

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

**Less Than Significant Impact.** As discussed above under Checklist Question IX.a and IX.c, the Project Site would remain 100 percent impervious at buildout and the Project would not increase the existing peak flow rate or runoff volumes into the stormwater drainage system. Therefore, the Project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage. In addition, the Project would be designed to treat the stormwater runoff from the Project Site in accordance with the City LID Ordinance. The Project Site currently does not contain storm water treatment systems. As such, stormwater runoff conditions would be improved, and the Project would not provide substantial additional sources of polluted runoff. Impacts would be less than significant, and no mitigation measures would be required. No further evaluation of this topic in additional environmental review is required.

- f. Otherwise substantially degrade water quality?**

**Less Than Significant Impact.** As discussed above in Checklist Question IX.a, the Project would comply with the City's LID requirements to reduce stormwater pollution on the Project Site. In addition, the Project would not discharge industrial sources of water pollution. Therefore, the Project would not substantially degrade water quality. Impacts would be less than significant, and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

- g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?**

**No Impact.** The Project Site is not located within a designated 100-year flood plain area as mapped by the Federal Emergency Management Agency (FEMA) or by the City.<sup>40,41,42</sup> Thus, the Project would not place structures that would impede or redirect flood flows within a 100-year flood plain. No impacts would occur and no mitigation measures would be required. No further evaluation of this topic in additional environmental review is required.

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

**No Impact.** As discussed above, the Project Site is not located within a designated 100-year flood plain area. Therefore, the Project would not place structures that would impede or redirect flood flows within a 100-year flood plain. No impacts would occur, and no mitigation

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<sup>40</sup> *KPFF Consulting Engineers, 6400 Sunset Boulevard Mixed-Use Project, Water Resources, Wastewater, and Energy Initial Study Report, October 7, 2016.*

<sup>41</sup> *Federal Emergency Management Agency, Flood Insurance Rate Map, Map Number 06037C1605F, September 26, 2008.*

<sup>42</sup> *Los Angeles General Plan Safety Element, November 1996, Exhibit F, 100-Year & 500-Year Flood Plain, p. 57.*

measures would be required. No further evaluation of this topic in additional environmental review is required.

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

**Less Than Significant Impact.** As discussed above, the Project Site is not located within a designated 100-year flood plain. In addition, the Safety Element of the General Plan does not map the Project Site as being located within a flood control basin.<sup>43</sup> Furthermore, there are no levees or leveed areas in the vicinity of the Project Site.<sup>44</sup> However, the Project Site is located within the potential inundation area for the Hollywood Reservoir, which is held by the Mulholland Dam.<sup>45</sup> The Mulholland Dam is a Los Angeles Department of Water and Power (LADWP) dam located in the Hollywood Hills approximately 1.4 miles northwest of the Project Site. The Mulholland Dam was built in 1924 and designed to hold 2.5 billion gallons of water.<sup>46</sup> This dam, as well as others in California, are continually monitored by various governmental agencies (such as the State of California Division of Safety of Dams and the U.S. Army Corps of Engineers) to guard against the threat of dam failure. Current design and construction practices and ongoing programs of review, modification, or total reconstruction of existing dams are intended to ensure that all dams are capable of withstanding the maximum considered earthquake for the site. Pursuant to these regulations, the Mulholland Dam is regularly inspected and meets current safety regulations. In addition, LADWP has emergency response plans to address any potential impacts to its dams. Given the oversight by the Division of Safety of Dams, including regular inspections, and LADWP's emergency response program, the potential for substantial adverse impacts related to inundation at the Project Site as a result of dam failure would be less than significant. No further evaluation of this topic in additional environmental review is required.

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

**Less Than Significant Impact.** A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant undersea disturbance such as tectonic displacement associated with large, shallow earthquakes. Mudflows result from the downslope movement of soil and/or rock under the influence of gravity.

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<sup>43</sup> *Los Angeles General Plan Safety Element, November 1996, Exhibit G, Inundation & Tsunami Hazard Areas, p. 59.*

<sup>44</sup> *U.S. Army Corps of Engineers, National Levee Database Interactive Map, [http://nld.usace.army.mil/egis/f?p=471:32:6614006014739:LOAD\\_SEARCH:NO:32](http://nld.usace.army.mil/egis/f?p=471:32:6614006014739:LOAD_SEARCH:NO:32), accessed June 25, 2017.*

<sup>45</sup> *Los Angeles General Plan Safety Element, November 1996, Exhibit G, Inundation & Tsunami Hazard Areas, p. 59.*

<sup>46</sup> *California, Department of Water Resources, Division of Safety of Dams, Listing of Dams, Jurisdictional Dams Listed Alphabetically by Name, [www.water.ca.gov/damsafety/docs/Jurisdictional2017.pdf](http://www.water.ca.gov/damsafety/docs/Jurisdictional2017.pdf), accessed June 26, 2017.*

The Project Site is located approximately 12 miles northeast of the Pacific Ocean. Therefore, there is no possibility of inundation by tsunami. In addition, the Safety Element of the General Plan does not map the Project Site as being located within an area potentially affected by a tsunami.<sup>47</sup> The Project Site is located within the potential inundation area for the Hollywood Reservoir, which is held by the Mulholland Dam.<sup>48</sup> As discussed above, this dam, as well as others in California, are continually monitored by various governmental agencies (such as the State of California Division of Safety of Dams and the U.S. Army Corps of Engineers) to guard against the threat of dam failure.<sup>49</sup> Current design and construction practices and ongoing programs of review, modification, or total reconstruction of existing reservoirs are intended to ensure that all dams are capable of withstanding the maximum considered earthquake for the site. Pursuant to these regulations, the Mulholland Dam, and in turn the Hollywood Reservoir, are regularly inspected and meet current safety regulations. Given that the Project Site is located approximately 1.4 miles southeast of the Hollywood Reservoir, impacts from mudflow or seiche occurring within the reservoir are unlikely. Furthermore, there are no slopes in the immediate Project vicinity that could result in mudflow affecting the Project Site. Therefore, no seiche, tsunami, or mudflow events would be expected to impact the Project Site. No significant impacts would occur, and no mitigation measures would be required. No further evaluation of this topic in additional environmental review is required.

## X. Land Use and Planning

*Would the project:*

### a. Physically divide an established community?

**Less Than Significant Impact.** As shown in the aerial photograph provided in Figure A-2 of Attachment A, Project Description, of this Initial Study, the Project Site is located in a dense, highly urbanized area characterized by low-, mid-rise, and high-rise buildings that are occupied by office, commercial, residential, and entertainment-related uses. Surrounding uses adjacent to the Project Site include the Los Angeles Film School and a Jack In The Box restaurant with a drive-thru to the north; Create TV, BuzzFeed Motion Pictures campus, and the Hollywood Civic Center to the south; ArcLight Cinema to the east; and the CNN high-rise building and parking structure to the west.

As discussed in Attachment A, Project Description, of this Initial Study, the Project includes the demolition of the existing two-story commercial building with 43,077 square feet of floor area and a subterranean parking garage on the Northern Lot, and the construction of a 28-story mixed use building with 232 residential units, 32,117 square feet of open space, and 7,000 square feet of

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<sup>47</sup> *Los Angeles General Plan Safety Element, November 1996, Exhibit G, Inundation & Tsunami Hazard Areas, p. 59.*

<sup>48</sup> *Los Angeles General Plan Safety Element, November 1996, Exhibit G, Inundation & Tsunami Hazard Areas, p. 59.*

<sup>49</sup> *California, Department of Water Resources, Division of Safety of Dams, [www.water.ca.gov/damsafety/aboutdamsafety/index.cfm](http://www.water.ca.gov/damsafety/aboutdamsafety/index.cfm), accessed June 26, 2017.*

commercial uses. The surface parking lot on the Southern Lot would remain. Implementation of the Project would result in further infill of an already developed community. In addition, the Project would not construct infrastructure, such as a freeway, that would divide a community. Therefore, all proposed development would occur within the boundaries of the Project Site as it currently exists and, the Project would not physically divide, disrupt, or isolate an established community. Impacts would be less than significant and no mitigation measures would be required. No further evaluation of this topic in additional environmental review is required.

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

**Potentially Significant Impact.** The Project proposes an increase in the intensity of development over existing conditions that could conflict with the City's plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, further analysis of the Project's consistency with the General Plan, the Hollywood Community Plan, the LAMC, and other applicable land use plans, policies, and regulations will be provided in additional environmental review.

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

**No Impact.** The Project Site is located in an urbanized area of the City of Los Angeles and is currently improved with a two-story commercial building with 43,077 square feet of floor area and a subterranean parking garage on the Northern Lot, and a surface parking lot with 21 parking spaces on the Southern Lot. As previously described, there are no open space areas, trees, or landscaping on the Project Site. As previously discussed under Checklist Questions IV.a through IV.f, the Project Site does not support any habitat or natural community. Accordingly, no Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plan applies to the Project Site. Therefore, the Project would not conflict with the provisions of an adopted habitat conservation plan or natural community conservation plan. No impact would occur, and no mitigation measures are required. No further evaluation of this topic in additional environmental review is required.

## XI. Mineral Resources

*Would the project:*

**a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**

**No Impact.** No mineral extraction operations currently occur on the Project Site. The Project Site is located within an urbanized area and has been previously disturbed by development. As such, the potential for mineral resources to occur on-site is low. Furthermore, the Project Site is not located within a City-designated Mineral Resource Zone where significant mineral deposits are

known to be present, or within a mineral producing area as classified by CGS.<sup>50,51</sup> The Project Site is also not located within a City-designated oil field or oil drilling area.<sup>52</sup> Therefore, the Project would not result in the loss of availability of a mineral resource or a mineral resource recovery site. No impact would occur, and no mitigation measures are required. No further evaluation of this topic in additional environmental review is required.

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

**No Impact.** As discussed above, the Project Site is not located within a City-designated Mineral Resource Zone where significant mineral deposits are known to be present, or within a mineral producing area as classified by the California Geologic Survey.<sup>53,54</sup> The Project Site is also not located within a City-designated oil field or oil drilling area.<sup>55</sup> Therefore, the Project would not result in the loss of availability of a locally-important mineral resource recovery site. No impact would occur, and no mitigation measures are required. No further evaluation of this topic in additional environmental review is required.

## **XII. Noise**

*Would the project result in:*

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

**Potentially Significant Impact.** During construction activities associated with the Project, the use of heavy equipment (e.g., bulldozers, backhoes, cranes, loaders, etc.) would generate noise on a short-term basis. In addition, because the Project would introduce new permanent non-residential uses to the Project Site, noise levels from on-site sources may also increase during operation of the Project. Furthermore, traffic attributable to the Project has the potential to increase

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<sup>50</sup> *City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, January 19, 1995. Figure GS-1.*

<sup>51</sup> *State of California Department of Conservation, California Geologic Survey, Aggregate Sustainability in California, 2012.*

<sup>52</sup> *Los Angeles General Plan Safety Element, November 1996, Exhibit E, Oil Field & Oil Drilling Areas, p. 55.*

<sup>53</sup> *City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, Figure GS-1, Areas Containing Significant Mineral Deposits in the City of Los Angeles, January 19, 1995.*

<sup>54</sup> *State of California Department of Conservation, California Geologic Survey, Aggregate Sustainability in California, 2012.*

<sup>55</sup> *Los Angeles General Plan Safety Element, November 1996, Exhibit E, Oil Field & Oil Drilling Areas, p. 55.*

noise levels along adjacent roadways. Therefore, the Project could expose persons to, or generate, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Further evaluation of this topic will be provided in additional environmental review.

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

**Potentially Significant Impact.** Construction of the Project could generate groundborne noise and vibration associated with demolition, site grading, other clearing activities, the installation of building footings, and construction truck travel. As such, the Project would have the potential to generate and expose people to excessive groundborne vibration and noise levels during short-term construction activities. Therefore, further evaluation of this topic will be provided in additional environmental review.

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

**Potentially Significant Impact.** Traffic and human activity associated with the Project, as described above, have the potential to permanently increase ambient noise levels above existing levels. Therefore, further evaluation of this topic will be provided in additional environmental review.

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

**Potentially Significant Impact.** As discussed above in Response to Checklist Questions XII.a and XII.b, construction activities associated with the Project would have the potential to temporarily or periodically increase ambient noise levels above existing levels. Therefore, further evaluation of this topic will be provided in additional environmental review.

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

**No Impact.** The Project Site is not located within 2 miles of an airport or within an area subject to an airport land use plan. The closest airport to the Project Site is the Bob Hope Airport in Burbank, which is located approximately 7.2 miles from the Project Site. Therefore, no impact would occur, and no mitigation measures are required. No further evaluation of this topic in additional environmental review is required.

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

**No Impact.** The Project Site is not located within the vicinity of a private airstrip. Therefore, no impact would occur, and no mitigation measures are required. No further evaluation of this topic in additional environmental review is required.

### XIII. Population and Housing

Would the project:

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

**Less Than Significant Impact.** The Project includes the construction of 232 new residential units. As such, the Project would increase the residential population within the Project vicinity. SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development, and the environment. On April 7, 2016, SCAG adopted the 2016 RTP/SCS, which included growth forecasts through 2040. The growth projections in the 2016 RTP/SCS reflect the 2010 Census and the latest American Community Survey (ACS) data, employment data from the California Employment Development Department (EDD), population and household data from the California Department of Finance (DOF), Regional Housing Needs Assessment (RHNA) growth projections for years 2014 through 2021, 2011 Business Installment data from InfoGroup, and extensive input from local jurisdictions in SCAG’s planning area. The Project Site is located in SCAG’s City of Los Angeles Subregion. According to the 2016 RTP/SCS, the forecasted population for the City of Los Angeles Subregion in 2016 is approximately 3,954,629 persons.<sup>56</sup> In 2021, the projected occupancy year of the Project, the City of Los Angeles Subregion is anticipated to have a population of approximately 4,091,039 persons.<sup>57</sup> According to the U.S. Census Bureau, the average household size for 2010–2014 in the City of Los Angeles area is 2.44 persons per household.<sup>58</sup> Applying this factor, development of 232 residential units would result in an increase of approximately 566 residents. The estimated 566 new residents generated by the Project would represent approximately 0.41 percent of the population growth forecasted by SCAG in the City of Los Angeles Subregion between 2016 and 2021. Therefore, the Project’s residents would be well within SCAG’s population projection for the Subregion.

The work requirements of most construction projects are highly specialized such that construction workers remain at a job site only for the time in which their specific skills are needed to complete a particular phase of the construction process. Thus, Project-related construction workers would not be anticipated to relocate their household’s place of residence as a consequence of

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<sup>56</sup> *Based on a linear interpolation of 2012–2040 data. The 2016 extrapolated value is calculated using SCAG’s 2012 and 2040 values to find the average increase between years and then applying that annual increase to 2016:  $((4,609,400 - 3,845,500) \div 28) * 4 + 3,845,500 = 3,954,629$ .*

<sup>57</sup> *Based on a linear interpolation of 2012–2040 data. The 2020 extrapolated value is calculated using SCAG’s 2012 and 2040 values to find the average increase between years and then applying that annual increase to 2020:  $((4,609,400 - 3,845,500) \div 28) * 9 + 3,845,500 = 4,091,039$ .*

<sup>58</sup> *Per email conversation with Matthew Glesne of the Los Angeles Department of City Planning, January 20 2016. Based on data from the American Community Survey (ACS) 2014 1-Year Estimates, the persons per household for multi-family units was calculated by looking at “units in structure” and “total population in occupied housing units by units in structure.”*

working on the Project. Therefore, construction of the Project is not expected to generate new permanent residents that would induce substantial indirect population growth in the area.

The Project would add 232 new households to the City. According to the 2016 RTP/SCS, the forecasted household growth for the City of Los Angeles Subregion in 2016 is approximately 1,377,614 households.<sup>59</sup> In 2021, the projected occupancy year of the Project, the City of Los Angeles Subregion is anticipated to have approximately 1,442,757 households.<sup>60</sup> Thus, the Project's new residential units would constitute approximately 0.36 percent of the household growth forecasted between 2016 and 2021. Therefore, the Project's housing units and associated households would be well within SCAG's household projection for the Subregion.

The Project's 7,000 square feet of commercial uses would generate approximately 19 employees, based on employee generation rates provided by the Los Angeles Unified School District (LAUSD).<sup>61</sup> According to the 2016 RTP/SCS, the employment forecast for the City of Los Angeles Subregion in 2016 is approximately 1,763,929 employees.<sup>62</sup> In 2021, the projected occupancy year of the Project, the City of Los Angeles Subregion is anticipated to have approximately 1,848,339 employees.<sup>63</sup> Thus, the Project's estimated 19 employees would constitute approximately 0.02 percent of the Subregion's employment growth forecasted between 2016 and 2021, which would not exceed SCAG's employment projections. Further, it is anticipated that the Project would include a range of full-time and part-time positions that may be filled by persons already residing in the vicinity of the Project Site, and who would not relocate their households because of such employment opportunities.

Based on the above, the Project would not induce substantial population or housing growth. Furthermore, as the Project would be located in a developed area with an established network of roads, it would not require the extension of roads or other infrastructure. Therefore, the Project would not indirectly induce substantial population growth. Impacts would be less than significant, and no mitigation measures are required. No further analysis of this topic in additional environmental review is required.

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<sup>59</sup> *Based on a linear interpolation of 2012–2040 data. The 2016 extrapolated value is calculated using SCAG's 2012 and 2040 values to find the average increase between years and then applying that annual increase to 2016:  $((1,690,300 - 1,325,500) \div 28) * 4 + 1,325,500 = 1,377,614$ .*

<sup>60</sup> *Based on a linear interpolation of 2012–2040 data. The 2016 extrapolated value is calculated using SCAG's 2012 and 2040 values to find the average increase between years and then applying that annual increase to 2016:  $((1,690,300 - 1,325,500) \div 28) * 9 + 1,325,500 = 1,442,757$*

<sup>61</sup> *Los Angeles Unified School District, 2012 Developer Fee Justification Study, February 9, 2012, Table 11. Based on the employee generation rate of 0.00271 employee per average square foot for "Neighborhood Shopping Center."*

<sup>62</sup> *Based on a linear interpolation of 2012–2040 data. The 2016 extrapolated value is calculated using SCAG's 2012 and 2040 values to find the average increase between years and then applying that annual increase to 2016:  $((2,169,100 - 1,696,400) \div 28) * 4 + 1,696,400 = 1,736,929$ .*

<sup>63</sup> *Based on a linear interpolation of 2012–2040 data. The 2016 extrapolated value is calculated using SCAG's 2012 and 2040 values to find the average increase between years and then applying that annual increase to 2016:  $((2,169,100 - 1,696,400) \div 28) * 9 + 1,696,400 = 1,848,339$ .*

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

**No Impact.** As no housing currently exists on the Project Site, the Project would not displace any existing housing necessitating the construction of replacement housing elsewhere. No impacts would occur, and no mitigation measures are required. No further evaluation of this topic in additional environmental review is required.

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

**No Impact.** As no housing or residents currently exists on the Project Site, the development of the Project would not cause the displacement of any persons or require the construction of replacement housing elsewhere. No impact would occur, and no mitigation measures are required. No further evaluation of this topic in additional environmental review is required.

## XIV. Public Services

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

**a. Fire protection?**

**Potentially Significant Impact.** The LAFD provides fire protection and emergency medical services for the Project Site. The Project would construct a 28-story mixed-use building with 232 residential units and 7,000 square feet of commercial uses, which would generate a residential and employee population on the Project Site that could result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts. Therefore, further analysis of this issue will be included in additional environmental review.

**b. Police protection?**

**Potentially Significant Impact.** Police protection services for the Project Site are provided by the City of Los Angeles Police Department (LAPD). As discussed above, the Project would generate a residential and employee population on the Project Site that could result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts. Therefore, further analysis of this issue will be provided in additional environmental review.

### c. Schools?

**Potentially Significant Impact.** The Project Site is located within the boundaries of LAUSD. The LAUSD is divided into six local districts.<sup>64</sup> The Project Site is located in Local District—West.<sup>65</sup> As previously discussed, the Project would construct 232 residential dwelling units on the Project Site, which would generate a demand for educational services and school facilities within the service area of the LAUSD, which could result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts. Therefore, further analysis of this issue will be provided in additional environmental review.

### d. Parks?

**Potentially Significant Impact.** The development of residential and commercial uses on the Project Site would generate a new residential and employee population at the Project Site that could utilize nearby parks and/or recreational facilities, possibly necessitating the development of new parks, which could result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts. Thus, further analysis of this issue will be provided in additional environmental review.

### e. Other public facilities?

**Potentially Significant Impact.** The development of residential uses on the Project Site would generate a new residential population that would increase the demand for library services provided by the Los Angeles Public Library, possibly necessitating the construction of new libraries, which could result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts. Therefore, further analysis of this issue will be provided in additional environmental review.

## XV. Recreation

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

**Potentially Significant Impact.** The development of residential and commercial uses on the Project Site would generate a new residential and employee population at the Project Site that

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<sup>64</sup> Los Angeles Unified School District, Board of Education Districts Maps 2015–2016, <http://achieve.lausd.net/Page/8652>, accessed June 26, 2017.

<sup>65</sup> Los Angeles Unified School District, Board of Education Local District—West Map, May 2015, Last modified June 11, 2015, <http://achieve.lausd.net/site/handlers/filedownload.ashx?moduleinstanceid=22573&dataid=24308&FileName=West.pdf>, accessed June 26, 2017.

could utilize nearby parks and/or recreational facilities, possibly necessitating the development of new parks, which could increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Thus, further analysis of this issue will be provided in additional environmental review.

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

**Potentially Significant Impact.** The Project would not include the development of public recreational facilities. However, the new residential population on the Project Site may utilize nearby public recreational facilities, which could necessitate the construction or expansion of new recreational facilities, which might have an adverse physical effect on the environment. Therefore, further analysis of this topic will be provided in additional environmental review.

## XVI. Transportation/Circulation

*Would the project:*

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

**Potentially Significant Impact.** The Project proposes development which has the potential to result in an increase in daily and peak-hour traffic within the vicinity of the Project Site. In addition, construction of the Project has the potential to affect the transportation system through the hauling of excavated materials and debris, the transport of construction equipment, the delivery of construction materials, and travel by construction workers to and from the Project Site. Once construction is completed, the Project's employees and visitors would generate vehicle and transit trips throughout the day. The resulting increase in the use of the area's transportation facilities could conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system. Therefore, further analysis of this issue will be provided in additional environmental review.

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

**Potentially Significant Impact.** The Los Angeles Metropolitan Transportation Authority (Metro) administers the Congestion Management Program (CMP), a State-mandated program designed to address the impacts urban congestion has on local communities and the region as a whole. The CMP provides an analytical basis for the transportation decisions contained in the State Transportation Improvement Project. The CMP for Los Angeles County requires an analysis of any Project that could add 50 or more trips to any CMP intersection or more than 150 trips to a CMP

mainline freeway location in either direction during either the A.M. or P.M. weekday peak hours. Implementation of the Project has the potential to generate additional vehicle trips, which could potentially add more than 50 trips to a CMP roadway intersection or more than 150 trips to a CMP freeway segment. Therefore, further analysis of this issue will be provided in additional environmental review to determine if the Project conflicts with the CMP.

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

**Less Than Significant Impact.** As discussed above, the Project Site is not located within the vicinity of any private or public airport or planning boundary of any airport land use plan. Additionally, the Project does not propose any uses that would increase the frequency of air traffic. The Project would comply with applicable Federal Aviation Administration (FAA) requirements regarding rooftop lighting for high-rise structures. In addition, the Project would comply with the notice requirements imposed by the FAA for all new buildings taller than 200 feet, and would complete Form 7460-1 (Notice of Proposed Construction or Alteration). Impacts would be less than significant, and no mitigation measures would be required. No further analysis of this topic in the EIR is required.

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

**No Impact.** The Project is an infill development and the Project's design does not include hazardous features. The roadways adjacent to the Project Site are part of the urban roadway network and contain no sharp curves or dangerous intersections, and the development of the Project would not result in roadway improvements such that safety hazards would be introduced adjacent to the Project Site. In addition, the proposed uses would be consistent with the surrounding uses. Therefore, the Project would not substantially increase hazards due to a design feature or incompatible uses. No impact would occur, and no mitigation measures are required. No further evaluation of this topic in additional environmental review is required.

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

**Less Than Significant Impact.** While it is expected that the majority of construction activities for the Project would be confined to the Project Site, limited off-site construction activities may occur in adjacent street rights-of-way during certain periods of the day, which could potentially require temporary lane closures. However, if lane closures are necessary, the remaining travel lanes would be maintained in accordance with standard construction management plans that would be implemented to ensure adequate circulation and emergency access. In addition, appropriate construction traffic control measures (e.g., detour signage, delineators, etc.) would also be implemented, as necessary, to ensure emergency access to the Project Site and traffic flow is maintained on adjacent right-of-ways. Further, the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. Since emergency access to the Project Site would remain unobstructed during construction of the Project, impacts related to emergency access would be less than significant.

Operation of the Project would generate traffic in the Project vicinity and would result in some modifications to site access. The driveway on Cahuenga Boulevard would be restricted to a right-turn only ingress and a right-turn only egress as it currently exists. A new full-access ingress and egress driveway would be located along the Ivar Avenue elevation. However, the Project's driveways and internal circulation would be designed to incorporate all City Building Code, Fire Code, and LADOT requirements regarding site access, including providing adequate emergency vehicle access. Compliance with applicable City Building Code and Fire Code requirements, including emergency vehicle access, would be demonstrated as part of LAFD's fire/life safety plan review and LAFD's fire/life safety inspection for new construction projects, as set forth in Section 57.118 of the LAMC, and which are required prior to the issuance of a building permit. In addition, based on the Project Site's location within a highly urbanized area of the City, the streets surrounding the Project Site were designed as standard streets in terms of pavement width and thickness, curb and gutter, and horizontal and vertical curvature. The street system surrounding the Project Site is not considered substandard. The Project also would not include the installation of barriers that could impede emergency vehicle access. As such, the Project would not result in inadequate emergency access. Impacts would be less than significant, and no mitigation measures would be required. No further evaluation of this topic in additional environmental review is required.

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

**Potentially Significant Impact.** The Project Site is served by a variety of transit options. The development of the Project would increase demand for alternative transportation modes in the vicinity of the Project Site. Therefore, further analysis of the potential for the Project to conflict with adopted policies, plans, or programs regarding public transit, bicycle facilities, or pedestrian facilities will be provided in additional environmental review.

## XVII. Tribal Cultural Resources

*Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:*

- a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or**
- b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.**

**Potentially Significant Impact.** Assembly Bill 52 (AB 52) establishes a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in Public Resources Code Section 21074. Effective July 1, 2015,

AB 52 applies to projects that file a Notice of Preparation or Notice of Negative Declaration/Mitigated Negative Declaration on or after July 1, 2015. As specified in AB 52, lead agencies must provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the tribe has submitted a written request to be notified. The tribe must respond to the lead agency within 30 days of receipt of the notification if it wishes to engage in consultation on the project, and the lead agency must begin the consultation process within 30 days of receiving the request for consultation.

As discussed above, the Project would require excavation of approximately 39,900 cubic yards of soil at a depth of approximately 41 feet below ground surface. Therefore, the potential exists for the Project to significantly impact a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American Tribe. In compliance with AB 52, the City has notified tribes on May 11, 2017, and will participate in requested consultation. Further analysis of this topic will be provided in additional environmental review to determine if the Project would cause a substantial adverse change in the significance of a tribal cultural resource.

## XVIII. Utilities

The following analysis is based, in part, on the *6400 Sunset Boulevard Mixed-Use Project, Water Resources, Wastewater and Energy Initial Study Report* (Utility Technical Report) prepared for the Project by KPFF Consulting Engineers, April 28, 2017, and included as Appendix IS-3 of this Initial Study.

*Would the project:*

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

**Less Than Significant Impact.** Wastewater generated by the Project would be conveyed to and treated at the Hyperion Water Reclamation Plant (HWRP) located in El Segundo. The HWRP is regulated by the HWRP's NPDES Permit issued under the Clean Water Act and is required to meet the Los Angeles Regional Water Quality Control Board's requirements for use.<sup>66</sup> The HWRP is a part of the Hyperion system, which also includes the Tilman Water Reclamation Plant and the Los Angeles–Glendale Water Reclamation Plant.<sup>67</sup> The treatment capacity of the entire Hyperion system is approximately 550 million gallons per day (mgd) (consisting of 450 mgd at HWRP, 80 mgd at Tilman Water Reclamation Plant, and 20 mgd at Los Angeles–Glendale Water

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<sup>66</sup> California Regional Water Quality Control Board, Los Angeles Region, Order No. R4-2010-0200, NPDES No. CA0109991, Waste Discharge Requirements and National Pollutant Discharge Elimination System Permit for the City of Los Angeles, Hyperion Treatment Plant Discharge to the Pacific Ocean, [www.lacitysan.org/san/sandocview?docname=cnt010051](http://www.lacitysan.org/san/sandocview?docname=cnt010051), accessed June 26, 2017.

<sup>67</sup> City of Los Angeles, LA Sanitation, Clean Water, [www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw?\\_adf.ctrl-state=x0lSr8lpt\\_1377&\\_afLoop=28903889672187944#!](http://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw?_adf.ctrl-state=x0lSr8lpt_1377&_afLoop=28903889672187944#!), accessed October 11, 2016.

Reclamation Plant).<sup>68</sup> The HWRP is designed to treat 450 mgd, with annual increases in wastewater flows limited to 5 mgd pursuant to City Ordinance No. 166,060. The HWRP currently processes an average of 275 mgd, and therefore has an available capacity of approximately 175 mgd.<sup>69</sup>

Incoming wastewater to the HWRP initially passes through screens and basins to remove coarse debris and grit. This is followed by primary treatment, which is a physical separation process where solids are allowed to either settle to the bottom of tanks or float on the surface. These solids, called sludge, are collected, treated, and recycled. The portion of water that remains, called primary effluent, is treated through secondary treatment using a natural, biological approach. Living micro-organisms are added to the primary effluent to consume organic pollutants. These micro-organisms are later harvested and removed as sludge.<sup>70</sup> After treatment is completed, the treated effluent is discharged into the Santa Monica Bay. Accordingly, the HWRP's effluent to Santa Monica Bay is continually monitored to ensure that it meets or exceeds prescribed standards of the HWRP's NPDES Permit. The City's Environmental Monitoring Division also monitors flows into the Santa Monica Bay.<sup>71</sup>

The wastewater generated by the Project would be typical of residential and commercial uses. No industrial discharge into the wastewater system would occur. As the HWRP is in compliance with the state's wastewater treatment requirements, the Project would not exceed the wastewater treatment requirements of the Regional Water Quality Control Board. Therefore, the impact would be less than significant and no mitigation measures would be required. No further evaluation of this topic in additional environmental review is required. With regard to the Project's impacts on the treatment capacity of the HWRP, as discussed under Checklist Question XVII.b, Utilities, Project-generated wastewater would be accommodated by the existing capacity of the HWRP.

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

**Less Than Significant Impact.** Water and wastewater systems consist of two components, the source of the water supply or place of sewage treatment, and the conveyance

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<sup>68</sup> City of Los Angeles, *LA Sanitation, Wastewater System, Fact Sheet*, [www.lacitysan.org/cs/groups/public/documents/document/mhfh/mdax/~edisp/qa001435.pdf](http://www.lacitysan.org/cs/groups/public/documents/document/mhfh/mdax/~edisp/qa001435.pdf), accessed June 26, 2017.

<sup>69</sup> City of Los Angeles, *LA Sanitation, Hyperion Water Reclamation Plant*, [www.lacitysan.org/san/faces/wcnav\\_externalId/s-lsh-wwd-cw-p-hwrp?\\_adf.ctrl-state=x0lsr8lpt\\_1377&\\_afLoop=28904348363573985#!](http://www.lacitysan.org/san/faces/wcnav_externalId/s-lsh-wwd-cw-p-hwrp?_adf.ctrl-state=x0lsr8lpt_1377&_afLoop=28904348363573985#!), accessed June 26, 2017.

<sup>70</sup> City of Los Angeles, *LA Sanitation, Hyperion Water Reclamation Plant*, [www.lacitysan.org/san/faces/wcnav\\_externalId/s-lsh-wwd-cw-p-hwrp?\\_adf.ctrl-state=x0lsr8lpt\\_1377&\\_afLoop=28904348363573985#!](http://www.lacitysan.org/san/faces/wcnav_externalId/s-lsh-wwd-cw-p-hwrp?_adf.ctrl-state=x0lsr8lpt_1377&_afLoop=28904348363573985#!), accessed June 26, 2017.

<sup>71</sup> City of Los Angeles, *LA Sanitation, Environmental Monitoring*, [www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p/s-lsh-wwd-cw-p-em?\\_adf.ctrl-state=x0lsr8lpt\\_5229&\\_afLoop=28905806783171865#!](http://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p/s-lsh-wwd-cw-p-em?_adf.ctrl-state=x0lsr8lpt_5229&_afLoop=28905806783171865#!), accessed June 26, 2017.

systems (i.e., distribution lines and mains) that link the location of these facilities to an individual development site. As indicated above, wastewater generated by the Project would be conveyed by the existing wastewater conveyance systems for treatment at the HWRP. The HWRP has a capacity of 450 mgd. The HWRP currently processes an average of 275 mgd, and therefore has an available capacity of approximately 175 mgd. As shown in Table B-1 on page B-44, based on sewage generation factors established by the City of Los Angeles, Department of Public Works, Bureau of Sanitation (LASAN), the Project would generate approximately 24,370 gallons per day of wastewater upon completion. The existing commercial use on the Project Site, which would be removed as part of the Project, currently generates approximately 2,154 gallons of wastewater per day. Therefore, the net sewage generation on the Project Site would be approximately 22,216 gallons per day of wastewater. The Project's average daily wastewater flow represents less than 0.01 percent of the current 175 mgd available capacity of the HWRP. Therefore, the Project-generated wastewater would be accommodated by the existing capacity of the HWRP. For these reasons, the Project would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

Sewer service for the Project would be provided utilizing new or existing on-site sewer connections to the 12-inch diameter VCP in Sunset Boulevard and the 12-inch diameter VCP in Ivar Avenue. Project-related sanitary sewer connections and on-site infrastructure would be designed and constructed in accordance with applicable LASAN and California Plumbing Code standards. A sewer capacity availability review (SCAR) was submitted to LASAN to confirm that the estimated Project wastewater flow of 24,370 gallons per day and net wastewater flow of 22,216 gallons per day would not exceed the capacity of the existing infrastructure. Based on the results of the SCAR, the existing sewer lines in Sunset Boulevard and Ivar Avenue would have adequate capacity to accommodate the additional infrastructure demand created by the Project.<sup>72</sup> No upgrades to existing infrastructure would be required.

Based on the above, the Project would not exceed the available capacity within the wastewater infrastructure that would serve the Project Site, such that the construction of new wastewater treatment facilities or expansion of existing facilities, which could cause significant environmental effects, would be required. Therefore, the impact would be less than significant and no mitigation measures would be required. No further evaluation of this topic in additional environmental review is required.

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

**Less Than Significant Impact.** According to the Utility Technical Report, existing stormwater facilities include a 54-inch reinforced concrete pipe that runs along Sunset Boulevard and continues onto North Cahuenga Boulevard as a reinforced concrete arch. As discussed in

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<sup>72</sup> *KPFF Consulting Engineers, 6400 Sunset Boulevard Mixed-Use Project, Water Resources, Wastewater, and Energy Initial Study Report, October 7, 2016. Refer to Appendix IS-3 of this Initial Study.*

**Table B-1  
Estimated Project Wastewater Generation**

<b>Land Use</b>	<b>Unit/Size</b>	<b>Generation Factor<sup>a</sup></b>	<b>Total Wastewater Generated (gpd)</b>
<b>Existing</b>			
Commercial	43,077 sf	50 gpd/1,000 sf	2,154
<i>Subtotal</i>			<i>2,154</i>
<b>Proposed</b>			
Studio units	132 units	75 gpd/unit	9,900
1-bedroom units	2,711 units	110 gpd/unit	2,420
2-bedroom units	2,857 units	150 gpd/unit	11,700
Commercial	7,000 sf	50 gpd/1,000 sf	350
<i>Subtotal</i>			<i>24,370</i>
<b>Net Total</b>			<b>22,216</b>
<p><i>gpd = gallons per day</i>  <i>sf = square feet</i>  <sup>a</sup> <i>Sewage generation calculations are based on generation factors provided by the City of Los Angeles Department of Public Works, Bureau of Sanitation.</i>  <i>Source: KPFF, 2016; Eyestone Environmental, 2016.</i></p>			

Checklist Question IX.c, Hydrology and Water Quality, the Project Site is approximately 100-percent impervious and has a 50-year peak flow rate of 2.3 cfs for the Northern Lot and 0.51 cfs for the Southern Lot. The Project would not alter the amount of impervious surfaces on the Project Site since the amount of impervious surfaces would not increase upon completion of the Project, and stormwater flows from the Project Site would not increase as a result of the Project. The Project would also implement BMPs to improve stormwater runoff management and comply with the City's LID Ordinance (Ordinance No. 181,899). Therefore, the Project would not require the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. Impacts would be less than significant and no mitigation measures would be required. No further evaluation of this topic in additional environmental review is required.

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

**Potentially Significant Impact.** LADWP supplies water to the Project Site. The Project would increase the demand for water provided by LADWP. Therefore, further analysis of this issue in additional environmental review will be provided.

**e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

**Less Than Significant Impact.** As discussed under Checklist Question XVII.b, Utilities, above, the Project-generated wastewater would be accommodated by the existing capacity of the HWRP and the Project would not exceed the available capacity within the wastewater infrastructure that would serve the Project Site. Therefore, the wastewater treatment provider which serves the Project would have adequate capacity to serve the projected demand in addition to the provider's existing commitments. Impacts would be less than significant and no mitigation measures would be required. No further evaluation of this topic in additional environmental review is required.

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

**Less Than Significant Impact.** Various public agencies and private companies provide solid waste management services in the City of Los Angeles. Private collectors service most multi-family units and commercial developments, whereas the City's Bureau of Sanitation collects the majority of residential waste from single-family and some smaller multi-family residences. Solid waste generated by the Project would be transported by a private contractor and disposed at a major Class III (municipal) landfill located in Los Angeles County. Ten Class III landfills and one unclassified landfill with solid waste facility permits are currently operating within Los Angeles County.<sup>73,74</sup> Of the 10 Class III landfills in Los Angeles County, five Class III landfills are open to the City of Los Angeles.<sup>75</sup> Within Los Angeles County, there are two solid waste transformation facilities that convert, combust, or otherwise process solid waste for the purpose of energy recovery. These include the Commerce Refuse to Energy Facility located in the City of Commerce and the Southeast Resource Recovery Facility located in the City of Long Beach.

Los Angeles County continually evaluates landfill disposal needs and capacity through preparation of the Los Angeles County Countywide Integrated Waste Management Plan (CoIWMP) Annual Reports. Within each annual report, future landfill disposal needs over the next 15-year planning horizon are addressed in part by determining the available landfill capacity.<sup>76</sup> Based on the most recent 2015 CoIWMP Annual Report, the remaining total disposal capacity for the County's Class III landfills is estimated at 114.37 million tons.<sup>77</sup> For the Class III landfills open to

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<sup>73</sup> County of Los Angeles, Department of Public Works. *Los Angeles County Integrated Waste Management Plan 2015 Annual Report, December 2016.*

<sup>74</sup> *The ten Class III landfills within Los Angeles County include Antelope Valley, Burbank, Calabasas, Chiquita Canyon, Lancaster, Pebbly Beach, San Clemente, Savage Canyon, Scholl Canyon, and Sunshine Canyon City/County. The unclassified landfill within the Los Angeles County is the Azusa Land Reclamation facility.*

<sup>75</sup> *The five Class III landfills open to the City of Los Angeles include Antelope Valley, Calabasas, Chiquita Canyon, Lancaster, and Sunshine Canyon City/County. While the Calabasas Landfill is open to the City of Los Angeles, its service area is limited to the cities of Hidden Hills, Agoura Hills, Westlake Village, and Thousand Oaks per Los Angeles County Ordinance No. 91-0003.*

<sup>76</sup> County of Los Angeles, Department of Public Works. *Los Angeles County Integrated Waste Management Plan 2015 Annual Report, December 2016.*

<sup>77</sup> County of Los Angeles, Department of Public Works. *Los Angeles County Integrated Waste Management Plan 2015 Annual Report, December 2016, Appendix E-2 Table 1.*

the City, the remaining total disposal capacity is estimated at 96.45 million tons.<sup>78</sup> The unclassified landfill serving the County is Azusa Land Reclamation, which currently has 57.56 million tons of remaining capacity.<sup>79</sup>

In 2016, the City of Los Angeles landfilled approximately 2.71 million tons of solid waste at the County's Class III and approximately 96,144.43 tons of other waste at Azusa Land Reclamation.<sup>80,81</sup> This accounts for approximately 2.81 percent of the total remaining capacity (96.45 million tons) for the County's Class III landfills open to the City and approximately 0.17 percent of the total remaining capacity (57.56 million tons) for Azusa Land Reclamation.<sup>82</sup> Aggressive waste reduction and diversion programs on a countywide level have helped reduce disposal levels at the County's landfills.

Based on the 2015 CoIWMP Annual Report, the County anticipates that future disposal needs can be adequately met for the next 15 years (i.e., 2030), which is well past the Project's buildout year of 2021, via a multi-pronged approach that includes successfully permitting and developing proposed in-County landfill expansions, using available or planned out-of-County disposal capacity, developing necessary infrastructure to facilitate exportation of waste to out-of-County landfills, developing conversion and other alternative technologies, and increasing the Countywide diversion rate by enhancing waste prevention and diversion programs.

The City's Recovering Energy, Natural Resources and Economic Benefit from Waste for Los Angeles (RENEW LA) Plan sets a goal of becoming a "zero waste" city by 2030. To this end, the City of Los Angeles implements a number of source reduction and recycling programs such as curbside recycling, home composting demonstration programs, and construction and demolition debris recycling.<sup>83</sup> The City of Los Angeles is currently diverting 76 percent of its waste from

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<sup>78</sup> *County of Los Angeles, Department of Public Works. Los Angeles County Integrated Waste Management Plan 2015 Annual Report, December 2016, Appendix E-2 Table 1. This total excludes the remaining disposal capacity at the Calabasas Landfill, which is only open to portions of the City that do not include the Project Site.*

<sup>79</sup> *County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2015 Annual Report, December 2016.*

<sup>80</sup> *County of Los Angeles, Department of Public Works, Solid Waste Information System, Detailed Solid Waste Disposal Activity Report By Jurisdictions by Los Angeles (Reporting Period: January 2016 to December 2016), <https://dpw.lacounty.gov/epd/swims/OnlineServices/reports.aspx>, accessed June 29, 2017.*

<sup>81</sup> *These numbers represent waste disposal, not generation, and thus do not reflect the amount of solid waste that was diverted via source reduction and recycling programs within the City.*

<sup>82</sup> *Class III: (2.71 million tons ÷ 99.42 million tons) X 100 = 2.73 percent. Azusa Land Reclamation: (96,144.43 tons ÷ 57.56 million tons) X 100 = 0.17 percent.*

<sup>83</sup> *City of Los Angeles, Solid Waste Integrated Resource Plan FAQ; [www.zerowaste.lacity.org/files/info/fact\\_sheet/SWIRPFAQS.pdf](http://www.zerowaste.lacity.org/files/info/fact_sheet/SWIRPFAQS.pdf), accessed June 29, 2017.*

landfills.<sup>84</sup> The City has adopted the goal of achieving 90 percent by 2025, and zero waste by 2030.

## Construction

The Project Site is currently improved with a two-story commercial building with 43,077 square feet of floor area and a subterranean parking garage on the Northern Lot, which would be removed to construct the Project. Pursuant to the requirements of SB 1374, the Project would implement a construction waste management plan to recycle and/or salvage a minimum of 75 percent of non-hazardous demolition and construction debris. Materials that could be recycled or salvaged include asphalt, glass, and concrete. Debris not recycled could be accepted at the unclassified landfill (Azusa Land Reclamation) within Los Angeles County and within the Class III landfills open to the City. As shown in Table B-2 on page B-48, after accounting for mandatory recycling, the Project would result in approximately 960.65 tons of construction and demolition waste. Given the remaining permitted capacity of the Azusa Land Reclamation facility, which is approximately 57.56 million tons as well as the remaining 96.45 million tons of capacity at the Class III landfills open to the City, the landfills serving the Project Site would have sufficient capacity to accommodate the Project's construction solid waste disposal needs.

## Operation

As shown in Table B-3 on page B-49, with implementation of the Project, the proposed residential and commercial uses would generate approximately 3,037 pounds per day (1.52 tons per day) of solid waste or approximately 554.25 tons annually. It is noted that the estimated solid waste is conservative because the waste generation factors used do not account for recycling or other waste diversion measures, such as compliance with AB 341, which requires California commercial enterprises and public entities that generate four or more cubic yards per week of waste, and multi-family housing with five or more units, to adopt recycling practices. The estimated solid waste that would be generated by the Project represents less than 0.001 percent of the total remaining disposal capacity of the County's Class III landfills open to the City.<sup>85</sup> The landfills that serve the Project Site would have sufficient permitted capacity to accommodate the Project's operational solid waste disposal needs. Therefore, impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in additional environmental review is required.

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

**Less Than Significant Impact.** Solid waste management in the State is primarily guided by the California Integrated Waste Management Act of 1989 (AB 939), which emphasizes resource

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<sup>84</sup> *City of Los Angeles, LA Sanitation, Recycling, [www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-r?\\_adf.ctrl-state=alxbkb91s\\_4&\\_afLoop=18850686489149411#!](http://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-r?_adf.ctrl-state=alxbkb91s_4&_afLoop=18850686489149411#!), accessed June 29, 2017.*

<sup>85</sup>  $(554.25 \text{ tons} \div 96.45 \text{ million tons}) \times 100 = 0.0006 \text{ percent}$

**Table B-2  
Project Demolition and Construction Waste Generation**

<b>Use</b>	<b>Size</b>	<b>Generation Rate (lbs/sf)<sup>a</sup></b>	<b>Total (tons)<sup>b</sup></b>
<b>Existing</b>			
Commercial Building	43,077 sf	155	3,338.47
<b>Subtotal for Demolition</b>			<b>3,338.47</b>
<b>Proposed</b>			
Residential Units	213,270 sf	4.38	467.06
Lobby & Indoor Residential Amenities	10,717 sf	4.38	23.47
Commercial Uses	7,000 sf	3.89	13.62
<b>Subtotal for Construction</b>			<b>504.15</b>
<b>Total Prior to Recycling</b>			<b>3,842.62</b>
<b>Total After 75-Percent Recycling</b>			<b>960.65</b>
<hr/> <i>lb = pound</i> <i>sf = square feet</i> <sup>a</sup> U.S. Environmental Protection Agency, Report No. EPA530-98-010, <i>Characterization of Building-Related Construction and Demolition Debris in the United States, June 1998, Table 3, Table 4 and Table 6. Generation rates used in this analysis are based on an average of individual rates assigned to specific building types.</i> <sup>a</sup> 1 ton = 2,000 pounds <i>Source: Eyestone Environmental, 2017.</i>			

conservation through reduction, recycling, and reuse of solid waste. AB 939 establishes an integrated waste management hierarchy consisting of (in order of priority): (1) source reduction; (2) recycling and composting; and (3) environmentally safe transformation and land disposal. Furthermore, Assembly Bill 341 (AB 341), which became effective on July 1, 2012, requires businesses and public entities that generate 4 cubic yards or more of waste per week and multi-family dwellings with five or more units, to recycle. The purpose of AB 341 is to reduce greenhouse gas emissions by diverting commercial solid waste from landfills and expand opportunities for recycling in California. In addition, in March 2006, the City Council adopted RENEW LA, a 20-year plan with the primary goal of shifting from waste disposal to resource recovery within the City, resulting in “zero waste” by 2030. The “blueprint” of the plan builds on the key elements of existing reduction and recycling programs and infrastructure, and combines them with new systems and conversion technologies to achieve resource recovery (without combustion) in the form of traditional recyclables, soil amendments, renewable fuels, chemicals, and energy. The plan also calls for reductions in the quantity and environmental impacts of residue material disposed in landfills.

As discussed above under Checklist Question XVIII.f, the Project would be consistent with the CoIWMP and RENEW LA. The Project would also comply with AB 939, AB 341, and City waste diversion goals by providing clearly marked, source sorted receptacles to facilitate recycling. Specifically, the Project would provide adequate storage areas in accordance with the City of

**Table B-3  
Estimated Project Solid Waste Generation**

<b>Land Uses</b>	<b>Units/Employees</b>	<b>Generation Rate<sup>a</sup></b>	<b>Total (lb/day)</b>
Residential	232 units	12.23 lb/household/day	2,837
Commercial	19 employees <sup>b</sup>	10.53 lb/employee/day	200
<b>Total Generation</b>			<b>3,037</b>

<sup>a</sup> *L.A. CEQA Thresholds Guide, 2006, page M.3-2.*  
<sup>b</sup> *Los Angeles Unified School District, 2012 Developer Fee Justification Study, February 9, 2012, Table 11. Based on the employee generation rate for "Neighborhood Shopping Center" land uses, which is 0.00271 employees per average square foot.*  
*Source: Eyestone Environmental, 2017.*

Los Angeles Space Allocation Ordinance (Ordinance No. 171,687), which requires that development projects include a recycling area or room of specified size on the Project Site.<sup>86</sup> Since the Project would comply with federal, state, and local statutes and regulations related to solid waste, impacts would be less than significant and no mitigation measures are required. No further evaluation of this topic in additional environmental review is required.

## XIX. Mandatory Findings of Significance

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

**Potentially Significant Impact.** As discussed above, the Project would not substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. However, based on the analysis contained in this Initial Study, the Project has the potential to degrade the quality of the environment. Thus, additional environmental review will be conducted to analyze and document these potentially significant impacts. Feasible mitigation measures will be recommended to reduce identified significant impacts.

- b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental**

<sup>86</sup> *Ordinance No. 171,687, adopted by the Los Angeles City Council on August 6, 1997.*

**effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?**

**Potentially Significant Impact.** The potential for cumulative impacts occurs when the impacts of the Project are combined with impacts from related development projects and result in impacts that are greater than the impacts of the Project alone. Located within the vicinity of the Project Site are other current and reasonably foreseeable projects, the development of which, in conjunction with that of the Project, may contribute to potential cumulative impacts. Impacts of the Project on both an individual and cumulative basis will be addressed in additional environmental review for the following subject areas: aesthetics (for informational purposes only); air quality; cultural resources; geology and soils; greenhouse gas emissions; land use and planning; noise; public services (fire protection, police protection, schools, libraries, and parks and recreation); transportation/circulation; tribal cultural resources; and utilities (water).

With regard to cumulative effects with respect to agricultural resources, biological resources, hazards and hazardous materials, mineral resources, population and housing, and other utilities (i.e., solid waste), the Project's incremental contribution to potential cumulative impacts would not be cumulatively considerable. Specifically, with respect to agricultural resources and mineral resources, the Project would have no impact on these resources, and therefore could not combine with other projects to result in cumulative impacts. With respect to biological resources and hazards and hazardous materials, these resource areas are generally site-specific and would be evaluated within the context of each individual project. Furthermore, related projects would be required to comply with existing regulatory requirements and the City's building permit review and approval process, which address these subjects.

With regard to population and housing and solid waste, the Project's incremental contribution to potential cumulative impacts would not be cumulatively considerable. As discussed in the analysis above, the residential population and housing generated by the Project would be well within SCAG's growth projections. With regard to solid waste, as previously stated, the demand for landfill capacity is continually evaluated by the County through preparation of the CoIWMP annual reports. Each annual CoIWMP report assesses future landfill disposal needs over a 15 year planning horizon. Based on the 2015 CoIWMP Annual Report, the County anticipates that future disposal needs can be adequately met for the next 15 years (i.e., 2030), which is well past the Project's buildout year (2021). The preparation of each annual CoIWMP provides sufficient lead time (15 years) to address potential future shortfalls in landfill capacity. Furthermore, in future years, it is anticipated that the rate of declining landfill capacity would slow considering the City's goal to achieve zero waste by 2030. Therefore, cumulative impacts with respect to these topics would be less than significant, and no mitigation measures are required. No further evaluation of these topics in additional environmental review is required.

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

**Potentially Significant Impact.** Based on the analysis contained in this Initial Study, the Project could result in potentially significant impacts with regard to the following topics: air quality; cultural resources; geology and soils; greenhouse gas emissions; land use and planning; noise;

public services (fire protection, police protection, schools, libraries, and parks and recreation); transportation/circulation; tribal cultural resources; and utilities (water). As a result, these potential effects will be analyzed further in additional environmental review.