



Major Projects & EIR Section

City Hall • 200 N. Spring Street, Room 750 • Los Angeles, CA 90012



INITIAL STUDY

HOLLYWOOD COMMUNITY PLAN AREA

Academy Square Project

Case No. ENV-2014-2735-EIR

Council District No. 13

<p>THIS DOCUMENT COMPRISES THE INITIAL STUDY ANALYSIS AS REQUIRED UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT</p>

Project Address:

1335-1357 N. Vine Street; 1338-1352 N. Ivar Avenue; 6331-6355 Homewood Avenue;
6314-6372 De Longpre Avenue, Los Angeles, CA 90028

Project Description: The Project would involve the demolition of the existing buildings and construction of an approximately 498,599-square-foot mixed-use project containing offices, residences, retail/restaurant space, a grocery store, and possible hotel with associated parking. The Project would include approximately 282,800 square feet of office, ground-floor retail/restaurant, and grocery store uses in three four-story buildings, along with an approximately 215,799-square-foot 23-story residential tower containing up to 250 apartments. The residential tower could be developed with up to 100 hotel rooms, in lieu of up to 50 apartments. The residential portion of the Project would also include a gym, a pool, and public and private open space. The Project would include approximately 1,349 parking spaces. The Project Applicant is requesting ministerial and discretionary approvals as part of the Project, including without limitation: (1) Site Plan Review; (2) Vesting Tentative Tract Map; (3) Master Conditional Use Permit for the Sale of Alcohol Beverages for on-site consumption with various restaurants and/or cafes and off-site consumption (grocery store); (4) Conditional Use Permit to allow floor area averaging in a unified development; (5) Conditional Use Permit to allow a hotel within 500 feet of any R zone; (6) haul route permit; (7) demolition, grading, excavation, and building permits; (8) tree removal permit; and (9) other permits, ministerial or discretionary, may be necessary in order to execute and implement the project.

APPLICANT:

KR Academy, LLC

PREPARED BY:

EcoTierra Consulting, Inc.

November 2014

Academy Square Project

1335, 1341, 1345, 1353, AND 1357 N. VINE STREET; 1338, 1342, AND 1352 N. IVAR AVENUE; 6331, 6335, 6339, 6339 ½, 6341, 6341 ½, 6343, 6343 ½, 6345, 6347, 6347 ½, 6349, 6349 ¼, 6349 ½, 6349 ¾, 6351, 6353, 6355 HOMEWOOD AVENUE; 6314, 6316, 6318, 6322, 6350, 6352, 6352 ½, 6354, 6360, 6362, 6364, 6366, 6368, 6372 DE LONGPRE AVENUE

INITIAL STUDY

PREPARED FOR:

The City of Los Angeles
Department of City Planning
200 North Spring Street, Room 750
Los Angeles, CA 90012-2601

APPLICANT:

KR Academy LLC

PREPARED BY:

EcoTierra Consulting, Inc.
555 W. 5th Street, 31st Floor
Los Angeles, CA 90013

November 2014

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I. INTRODUCTION

The subject of this Initial Study is the proposed Academy Square Project (the “Project”), an approximately 498,599-square-foot¹ mixed-use project containing offices, residences, retail/restaurant space, a grocery store, and possible hotel with associated parking. The Project would include approximately 282,800 square feet of office, ground-floor retail/restaurant, and grocery store land uses in three four-story buildings, along with an approximately 215,799-square-foot 23-story residential tower containing up to 250 apartments, and possibly up to 100 hotel rooms. The optional hotel rooms (maximum of 100) would replace up to 50 apartments. The residential portion of the Project would also include a gym, a pool, and public and private open space. The Project would include approximately 1,349 parking spaces. The Project is located within the Hollywood Community Plan Area of the City of Los Angeles. The City of Los Angeles Department of City Planning is the Lead Agency under the California Environmental Quality Act (CEQA).

PROJECT INFORMATION

Project Title: Academy Square Project

Project Location: 1335, 1341, 1345, 1353, and 1357 N. Vine Street; 1338, 1342, and 1352 N. Ivar Avenue; 6331, 6335, 6339, 6339 ½, 6341, 6341 ½, 6343, 6343 ½, 6345, 6347, 6347 ½, 6349, 6349 ¼, 6349 ½, 6349 ¾, 6351, 6353, 6355 Homewood Avenue; 6314, 6316, 6318, 6322, 6350, 6352, 6352 ½, 6354, 6360, 6362, 6364, 6366, 6368, 6372 De Longpre Avenue;
Los Angeles, CA 90028

Project Applicant: KR Academy, LLC
12200 West Olympic Blvd., Suite 200
Los Angeles, CA 90064

Lead Agency: City of Los Angeles Department of City Planning
200 N. Spring St., Room 750
Los Angeles, CA 90012

¹ Estimated proposed building area is net floor area.

ORGANIZATION OF INITIAL STUDY

This Initial Study is organized into four primary sections as follows:

Introduction: This section provides introductory information including the project title, the project applicant and the lead agency for the project.

Project Description: This section provides a description of the environmental setting and the project, including project characteristics and environmental review requirements.

Initial Study Checklist: This section contains the completed City of Los Angeles Initial Study Checklist.

Environmental Impact Analysis: Each environmental issue identified in the Initial Study Checklist contains an assessment and discussion of the impacts associated with each subject area. When the evaluation identifies potentially significant effects, as identified in the Initial Study Checklist, mitigation measures are proposed to reduce such impacts to less than significant levels.

II. PROJECT DESCRIPTION

1. PROJECT APPLICANT

The Applicant for the Academy Square Project (the “Project”) is KR Academy, LLC, 12200 W. Olympic Boulevard, Suite 200, Los Angeles, California (the “Applicant”).

2. PROJECT LOCATION

A. Project Site

The Project Site consists of one full city block comprising approximately 3.55 acres bound by Vine Street to the east, De Longpre Avenue to the north, Ivar Avenue to the west, and Homewood Avenue to the south in Hollywood (see Figure II-1, Regional Vicinity and Project Location). The Project Site is relatively flat and is developed with three single-story commercial buildings (approximately 42,763 square feet of net floor area), a surface parking area, and a lawn area.

The Project Site includes 12 legal lots from Tract 3499, comprising approximately 78,962 square feet (collectively the “Western Lots”) and 8 legal lots from the Colegrove Tract, comprising approximately 75,710 square feet (collectively the “Eastern Lots”), totaling approximately 154,662 square feet.

B. Surrounding Land Uses

The land uses within the general vicinity of the Project Site are characterized by a mix of low- to high-intensity commercial, institutional, and residential uses, which vary widely in building style and period of construction. The area surrounding the Project Site is relatively flat and is developed with commercial land uses, including high-rise office and hotels along Sunset Boulevard, restaurants, and parking structures. The Project Site is located to the south of several notable sites on Sunset Boulevard, such as the Cinerama Dome, Arclight Hollywood Cinemas, Los Angeles Film School, Hollywood Palladium, CNN, and Amoeba Music, among others. The Academy of Motion Picture Arts and Sciences’ Pickford Center for Motion Picture Study is located to the south of the Project Site, across Homewood Avenue. A six-story parking structure is located directly north of the Project Site, across De Longpre Avenue. A single-story automotive repair business is located to the west of the Project Site, across Ivar Avenue. A variety of single-story commercial land uses are located to the east of the Project Site, across Vine Street.

The Hollywood Freeway (US-101), the nearest freeway to the Project Site, runs southeast-northwest in the Project area, and is located approximately 0.7-mile to the north of the Project Site.

Los Angeles County Metropolitan Transportation Authority (“Metro”) buses run along Vine Street and Sunset Boulevard. The nearest Metro rail line station (Hollywood/Vine Station) is located at Hollywood Boulevard and Argyle Avenue, which is approximately one-half mile north of the Project Site.



■ Project Site
Source: Mac Maps, September 2014.



Figure II-1
Regional Vicinity and Project Location

C. Land Use Plans/Zoning

The Project Site is located in the Hollywood Community Plan Area, the Hollywood Redevelopment Project Area, the Los Angeles State Enterprise Zone, and is zoned as C4-2D-SN (Commercial - Height District 2 - Sign District). The “D” limitation, pursuant to Ordinance 165,661, restricts the maximum floor area ratio (FAR) permitted on the Western Lots (from Tract 3499) to 2:1. The Community Plan designates the Project Site for Regional Center Commercial land uses.

3. EXISTING LAND USES

The Project Site is developed with three commercial buildings totaling approximately 42,763 square feet of floor area, a surface parking area, and a lawn area. The existing buildings are currently used as creative office space. There are approximately 104 parking spaces located in surface parking areas throughout the Project Site. The existing land uses are summarized in Table II-1, Existing Land Uses.

Table II-1
Existing Land Uses

Building Address	Land Use	Floor Area
1341 Vine Street	Creative Office	22,434 sf
6322 De Longpre Avenue	Creative Office	14, 939 sf
6360 De Longpre Avenue	Creative Office	5,390 sf
Total		42,763 sf
<i>sf = square feet</i> <i>Source: Building Analytics, Draft Property Condition Assessment of Academy Hollywood, 1341 Vine Street, 6322 and 6360 De Longpre Avenue, Hollywood, California, September 2013.</i>		

4. PROJECT CHARACTERISTICS

The Project would involve the demolition of the existing buildings and construction of an approximately 498,599-square-foot¹ mixed-use project containing offices, residences, retail/restaurant space, a grocery store, and possible hotel rooms, with associated parking. The Project would include approximately 282,800 square feet of office, ground-floor retail/restaurant, and grocery store land uses in three four-story buildings. The Project would also include an approximately 215,799-square-foot 23-story residential tower containing up to 250 apartments, and up to 100 hotel rooms (see Figure II-2, Conceptual Ground Floor Site Plan) in lieu of up to 50 fewer apartments. The residential portion of the Project would also include a gym, a pool, and public and private open space. The Project would include approximately 1,349 parking spaces. The proposed floor area is summarized in Table II-2, Proposed Project Floor Area.

¹ Estimated proposed building area is net floor area.

Table II-2
Proposed Project Floor Area

Land Use	Floor Area
Office	233,665 sf
Residential	215,799 sf
Grocery Store	40,000 sf
Retail/Restaurant	9,135 sf
Total	498,599 sf
<i>sf = square feet</i>	
<i>Source: Shimoda Design Group, 2014.</i>	

As previously discussed, the Project Site is zoned C4-2D-SN. The “D” limitation restricts the maximum FAR permitted on the Western Lots to 2:1. The “D” limitation does not restrict the maximum FAR on the Eastern Lots (i.e., parcels within the Colegrove Tract), therefore a 4.5:1 FAR is proposed, as permitted within the Regional Center Commercial designation in the Hollywood Community Plan. The proposed FAR is summarized in Table II-3, Project Site Buildable Area.

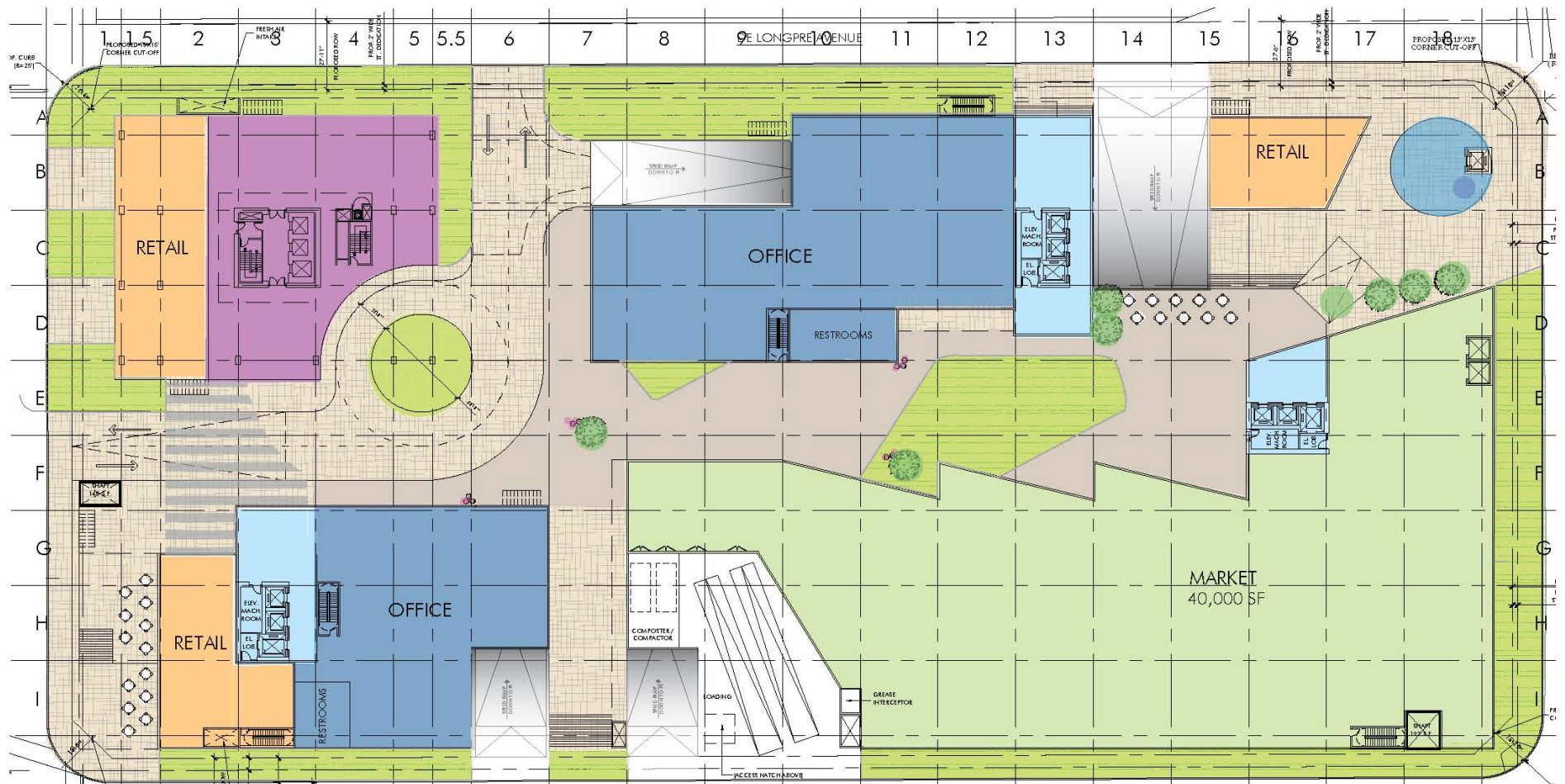
Table II-3
Project Site Buildable Area

Tract	Buildable Area	FAR	Buildable Floor Area
Tract 3499 (Western Lots)	78,952 sf	2.0	157,904 sf
Colegrove Tract (Eastern Lots)	75,710 sf	4.5	340,695 sf
Total Buildable Area			498,599 sf
<i>sf = square feet; FAR = floor area ratio</i>			
<i>Source: Shimoda Design Group, 2014.</i>			

Key corners, on Vine Street to the east and Ivar/Cahuenga to the west, would be primary entrances into the Project. All street frontages would be activated by residential, office, and/or retail/restaurant land uses. The four-story office buildings would be connected by landscaped pocket parks and wide-terraced walkways. The residential tower would be located at the end of a meandering pathway at the corner of De Longpre Avenue and Ivar Avenue.

A. Access and Parking

Vehicle access to the Project and the approximately 1,349 parking spaces would be divided among the residential/office and retail/restaurant components. Passenger vehicle access and truck loading/unloading for the residential and office components would be via an “L”-shaped landscaped driveway and drop-off area that would extend from De Longpre Avenue to Ivar Avenue. This driveway would be located between the residential and office components, and would transect the northwest portion of the Project. A second residential/office driveway would be located along Homewood Avenue, and would provide access to the underground parking. Access to underground parking for the retail/restaurant component of the Project would be provided via driveways along De Longpre Avenue and Homewood Avenue. Access to a loading and service area serving the grocery store would be provided along Homewood Avenue. Figure II-2, Conceptual Ground Floor Site Plan, shows these vehicle access points.



Source: Shimoda Design Group, September 2014.

B. Green Building and Sustainability

The proposed office buildings would pursue LEED Gold certification for Core and Shell under the LEED v3 rating system, and the proposed residential tower would pursue LEED Silver certification. The Project would exceed the requirements in the City's Green Building Code.

This Project would have numerous green building design features, including a highly efficient HVAC system, which would be subject to an enhanced commissioning process to ensure operational energy efficiency. The Project would include waterless urinals and ultra low-flow toilets in all bathrooms. Low-flow aerators and appropriate landscaping would reduce water use by at least 50 percent.

The Project would incorporate the use of white roofs to reduce cooling loads and the heat island effect. Also, the Project would use low-VOC paints, coatings, adhesives, and sealants indoors to the maximum extent feasible. Furthermore, controls would be installed to ensure that energy use and indoor environmental air quality are maintained over time.

In addition, the location of the Project in the dense Hollywood community, where bus and rail transit is readily available and easily accessible, would likely result in fewer vehicle trips compared to a project located in an area less well-served by transit.

C. Construction

The Project would be constructed over approximately 27 months, starting in the last quarter of 2015, with completion in first quarter of 2018.

5. DISCRETIONARY ACTIONS AND APPROVALS

The City of Los Angeles, Department of City Planning is the lead agency for the Project. In order to permit development of the Project, the City may require approval of one or more of the following discretionary actions:

- Site Plan Review;
- A Vesting Tentative Tract Map;
- A Master Conditional Use Permit for the Sale of Alcohol Beverages for on-site consumption within various restaurants and/or cafes and off-site consumption (grocery store);
- A Conditional Use Permit to permit floor area averaging in a unified development;
- A Conditional Use Permit to permit a hotel within 500 feet of any R zone;
- A haul route permit;
- Demolition, grading, excavation, and building permits;
- Tree removal permit; and
- Other permits, ministerial or discretionary, may be necessary in order to execute and implement the project. Such approvals may include, but are not limited to: landscaping approvals, exterior

approvals, permits for driveway curb cuts, storm water discharge permits, and installation and hookup approvals for public utilities and related permits.

Federal, state, and regional agencies that may have jurisdiction over some aspect the project include, but are not limited to:

- Regional Water Quality Board; and
- South Coast Air Quality Management District.

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

LEAD CITY AGENCY: City of Los Angeles, Department of City Planning		COUNCIL DISTRICT: CD 13 – Mitch O’Farrell
PROJECT TITLE: Academy Square	ENVIRONMENTAL CASE: ENV-2014-2735-EIR	CASE NO. TBD

PROJECT LOCATION: 1335-1357 N. Vine Street; 1338-1352 N. Ivar Avenue; 6331-6355 Homewood Avenue; 6314-6372 De Longpre Avenue

PROJECT DESCRIPTION: The Project would involve the demolition of the existing buildings and construction of an approximately 498,599-square-foot mixed-use project containing offices, residences, retail/restaurant space, a grocery store, and possible hotel rooms, with associated parking. The Project would include approximately 282,800 square feet of office, ground-floor retail/restaurant, and grocery store land uses in three four-story buildings. The Project would also include an approximately 215,799-square-foot 23-story residential tower containing up to 250 apartments. The residential tower could be developed with up to 100 hotel rooms, in lieu of up to 50 apartments. The residential portion of the Project would also include a gym, a pool, and public and private open space. The Project would include approximately 1,349 parking spaces. The Project Applicant is requesting ministerial and discretionary approvals as part of the Project, including without limitation: (1) Site Plan Review; (2) Vesting Tentative Tract Map; (3) Master Conditional Use Permit for the Sale of Alcohol Beverages for on-site consumption with various restaurants and/or cafes and off-site consumption (grocery store); (4) Conditional Use Permit to allow floor area averaging in a unified development; (5) Conditional Use Permit to allow a hotel within 500 feet of any R zone; (6) haul route permit; (7) demolition, grading, excavation, and building permits; (8) tree removal permit; and (9) other permits, ministerial or discretionary, may be necessary in order to execute and implement the project. Such approvals may include, but are not limited to: landscaping approvals, exterior approvals, permits for driveway curb cuts, storm water discharge permits, and installation and hookup approvals for public utilities and related permits.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY

KR Academy, LLC
12200 West Olympic Blvd., Suite 200
Los Angeles, CA 90064

FINDING:

The Department of City Planning of the City of Los Angeles finds that the Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

NAME OF PERSON PREPARING FORM	TITLE	TELEPHONE NUMBER
Sarah Molina-Pearson	City Planning Associate	(213) 473-9983
ADDRESS	SIGNATURE (Official)	DATE
200 North Spring Street Major Projects & EIR, Room 750 Los Angeles, CA 90012		November 6, 2014

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

CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY and CHECKLIST (CEQA Guidelines Section 15063)

LEAD CITY AGENCY: City of Los Angeles	COUNCIL DISTRICT: CD 13 – Mitch O’Farrell	DATE: November 6, 2014
RESPONSIBLE AGENCIES: Department of City Planning		
ENVIRONMENTAL CASE: ENV-2014-2735-EIR	RELATED CASES: TBD	
PREVIOUS ACTIONS CASE NO. None	<input type="checkbox"/> DOES have significant changes from previous actions. <input type="checkbox"/> DOES NOT have significant changes from previous actions.	
PROJECT DESCRIPTION: Site Plan Review; Vesting Tentative Tract Map; Master Conditional Use Permit for the Sale of Alcohol Beverages for on-site consumption within various restaurants and/or cafes and off-site consumption (grocery store); Conditional Use Permit to permit floor area averaging in a unified development; Conditional Use Permit to permit a hotel within 500 feet of any R zone; haul route permit; demolition, grading, excavation, and building permits; tree removal permit.		
ENV PROJECT DESCRIPTION: The Project would involve the demolition of the existing buildings and construction of an approximately 498,599-square-foot mixed-use project containing offices, residences, retail/restaurant space, a grocery store, and possible hotel rooms, with associated parking. The Project would include approximately 282,800 square feet of office, ground-floor retail/restaurant, and grocery store land uses in three four-story buildings. The Project would also include an approximately 215,799-square-foot 23-story residential tower containing up to 250 apartments. The residential tower could be developed with up to 100 hotel rooms, in lieu of up to 50 apartments. The residential portion of the Project would also include a gym, a pool, and public and private open space. The Project would include approximately 1,349 parking spaces.		
ENVIRONMENTAL SETTING: The Project Site consists of one full city block comprising approximately 3.55 acres bound by Vine Street to the east, De Longpre Avenue to the north, Ivar Avenue to the west, and Homewood Avenue to the south in Hollywood. The Project Site is relatively flat and is developed with three single-story commercial buildings (approximately 42,763 square feet of floor area), a surface parking area, and a lawn area. The Project Site includes 12 legal lots from Tract 3499, comprising approximately 81,210 square feet (collectively the “Western Lots”) and 8 legal lots from the Colegrove Tract, comprising approximately 78,379 square feet (collectively the “Eastern Lots”) , totaling approximately 154,662 square feet.		
PROJECT LOCATION: 1335-1357 N. Vine Street; 1338-1352 N. Ivar Avenue; 6331-6355 Homewood Avenue; 6314-6372 De Longpre Avenue		
COMMUNITY PLAN AREA: Hollywood STATUS: <input type="checkbox"/> Preliminary <input type="checkbox"/> Proposed <input checked="" type="checkbox"/> Effective in 2014	<input checked="" type="checkbox"/> Does Conform to Plan <input type="checkbox"/> Does NOT Conform to Plan	AREA PLANNING COMMISSION: Central CERTIFIED NEIGHBORHOOD COUNCIL: Central Hollywood
EXISTING ZONING: C4-2D-SN	MAX DENSITY ZONING: 4.5:1 and 2:1	LA River Adjacent: No
GENERAL PLAN LAND USE: Regional Center	MAX. DENSITY PLAN: 4.5:1 and 2:1	

Commercial		
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Determination (To be completed by Lead Agency)

On the basis of this initial evaluation:

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


Signature

City Planning Associate
Title

(213) 473-9983
Phone

Evaluation of Environmental Impacts:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross referenced).

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

Environmental Factors Potentially Affected:

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

<input checked="" type="checkbox"/> AESTHETICS <input type="checkbox"/> AGRICULTURE AND FOREST RESOURCES <input checked="" type="checkbox"/> AIR QUALITY <input checked="" type="checkbox"/> BIOLOGICAL RESOURCES <input checked="" type="checkbox"/> CULTURAL RESOURCES <input checked="" type="checkbox"/> GEOLOGY AND SOILS	<input checked="" type="checkbox"/> GREENHOUSE GAS EMISSIONS <input checked="" type="checkbox"/> HAZARDS AND HAZARDOUS MATERIALS <input checked="" type="checkbox"/> HYDROLOGY AND WATER QUALITY <input checked="" type="checkbox"/> LAND USE AND PLANNING <input type="checkbox"/> MINERAL RESOURCES <input checked="" type="checkbox"/> NOISE	<input checked="" type="checkbox"/> POPULATION AND HOUSING <input checked="" type="checkbox"/> PUBLIC SERVICES <input checked="" type="checkbox"/> RECREATION <input checked="" type="checkbox"/> TRANSPORTATION/CIRCULATION <input checked="" type="checkbox"/> UTILITIES <input checked="" type="checkbox"/> MANDATORY FINDINGS OF SIGNIFICANCE
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INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

Background

APPLICANT NAME:

KR Academy, LLC

PHONE NUMBER:

(310) 481-8400

APPLICANT ADDRESS:

12200 West Olympic Blvd., Suite 200
Los Angeles, CA 90064

AGENCY REQUIRING CHECKLIST:

Department of City Planning

DATE SUBMITTED:

November 6, 2014

PROPOSAL NAME (If Applicable):

Academy Square Project

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

IV. BIOLOGICAL RESOURCES					
a.	HAVE A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATION, ON ANY SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL STATUS SPECIES IN LOCAL OR REGIONAL PLANS, POLICIES, OR REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN THE CITY OR REGIONAL PLANS, POLICIES, REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON FEDERALLY PROTECTED WETLANDS AS DEFINED BY SECTION 404 OF THE CLEAN WATER ACT (INCLUDING, BUT NOT LIMITED TO, MARSH VERNAL POOL, COASTAL, ETC.) THROUGH DIRECT REMOVAL, FILLING, HYDROLOGICAL INTERRUPTION, OR OTHER MEANS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	INTERFERE SUBSTANTIALLY WITH THE MOVEMENT OF ANY NATIVE RESIDENT OR MIGRATORY FISH OR WILDLIFE SPECIES OR WITH ESTABLISHED NATIVE RESIDENT OR MIGRATORY WILDLIFE CORRIDORS, OR IMPEDE THE USE OF NATIVE WILDLIFE NURSERY SITES?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	CONFLICT WITH ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, SUCH AS TREE PRESERVATION POLICY OR ORDINANCE (E.G., OAK TREES OR CALIFORNIA WALNUT WOODLANDS)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f.	CONFLICT WITH THE PROVISIONS OF AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL COMMUNITY CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
V. CULTURAL RESOURCES					
a.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF A HISTORICAL RESOURCE AS DEFINED IN STATE CEQA SECTION 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO STATE CEQA SECTION 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	DISTURB ANY HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF FORMAL CEMETERIES?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
VI. GEOLOGY AND SOILS					
a.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING:				
i.	RUPTURE OF A KNOWN EARTHQUAKE FAULT, AS DELINEATED ON THE MOST RECENT ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING MAP ISSUED BY THE STATE GEOLOGIST FOR THE AREA OR BASED ON OTHER SUBSTANTIAL EVIDENCE OF A KNOWN FAULT? REFER TO DIVISION OF MINES AND GEOLOGY SPECIAL PUBLICATION 42.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii.	STRONG SEISMIC GROUND SHAKING?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii.	SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv.	LANDSLIDES?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

c.	BE LOCATED ON A GEOLOGIC UNIT OR SOIL THAT IS UNSTABLE, OR THAT WOULD BECOME UNSTABLE AS A RESULT OF THE PROJECT, AND POTENTIAL RESULT IN ON- OR OFF-SITE LANDSLIDE, LATERAL SPREADING, SUBSIDENCE, LIQUEFACTION, OR COLLAPSE?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	BE LOCATED ON EXPANSIVE SOIL, AS DEFINED IN TABLE 18-1-B OF THE UNIFORM BUILDING CODE (1994), CREATING SUBSTANTIAL RISKS TO LIFE OR PROPERTY?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	HAVE SOILS INCAPABLE OF ADEQUATELY SUPPORTING THE USE OF SEPTIC TANKS OR ALTERNATIVE WASTE WATER DISPOSAL SYSTEMS WHERE SEWERS ARE NOT AVAILABLE FOR THE DISPOSAL OF WASTE WATER?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VII. GREENHOUSE GAS EMISSIONS					
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					
a.	CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING OR PROPOSED SCHOOL?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	BE LOCATED ON A SITE WHICH IS INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES COMPILED PURSUANT TO GOVERNMENT CODE SECTION 65962.5 AND, AS A RESULT, WOULD IT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR THE PEOPLE RESIDING OR WORKING IN THE AREA?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g.	IMPAIR IMPLEMENTATION OF OR PHYSICALLY INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h.	EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING WILDLAND FIRES, INCLUDING WHERE WILDLANDS ARE ADJACENT TO URBANIZED AREAS OR WHERE RESIDENCES ARE INTERMIXED WITH WILDLANDS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
IX. HYDROLOGY AND WATER QUALITY					
a.	VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	SUBSTANTIALLY DEplete GROUNDWATER SUPPLIES OR INTERFERE WITH GROUNDWATER RECHARGE SUCH THAT THERE WOULD BE A NET DEFICIT IN AQUIFER VOLUME OR A LOWERING OF THE LOCAL	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	GROUNDWATER TABLE LEVEL (E.G., THE PRODUCTION RATE OF PRE-EXISTING NEARBY WELLS WOULD DROP TO A LEVEL WHICH WOULD NOT SUPPORT EXISTING LAND USES OR PLANNED LAND USES FOR WHICH PERMITS HAVE BEEN GRANTED)?				
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, OR SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF IN AN MANNER WHICH WOULD RESULT IN FLOODING ON- OR OFF SITE?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f.	OTHERWISE SUBSTANTIALLY DEGRADE WATER QUALITY?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g.	PLACE HOUSING WITHIN A 100-YEAR FLOOD PLAIN AS MAPPED ON FEDERAL FLOOD HAZARD BOUNDARY OR FLOOD INSURANCE RATE MAP OR OTHER FLOOD HAZARD DELINEATION MAP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h.	PLACE WITHIN A 100-YEAR FLOOD PLAIN STRUCTURES WHICH WOULD IMPEDE OR REDIRECT FLOOD FLOWS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i.	EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INQUIRY OR DEATH INVOLVING FLOODING, INCLUDING FLOODING AS A RESULT OF THE FAILURE OF A LEVEE OR DAM?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j.	INUNDATION BY SEICHE, TSUNAMI, OR MUDFLOW?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
X. LAND USE AND PLANNING					
a.	PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	CONFLICT WITH APPLICABLE LAND USE PLAN, POLICY OR REGULATION OF AN AGENCY WITH JURISDICTION OVER THE PROJECT (INCLUDING BUT NOT LIMITED TO THE GENERAL PLAN, SPECIFIC PLAN, COASTAL PROGRAM, OR ZONING ORDINANCE) ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	CONFLICT WITH ANY APPLICABLE HABITAT CONSERVATION PLAN OR NATURAL COMMUNITY CONSERVATION PLAN?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XI. MINERAL RESOURCES					
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					
a.	EXPOSURE OF PERSONS TO OR GENERATION OF NOISE IN LEVEL IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	EXPOSURE OF PEOPLE TO OR GENERATION OF EXCESSIVE GROUND BORNE VIBRATION OR GROUND BORNE NOISE LEVELS?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	A SUBSTANTIAL PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

d.	A SUBSTANTIAL TEMPORARY OR PERIODIC INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XIII. POPULATION AND HOUSING					
a.	INDUCE SUBSTANTIAL POPULATION GROWTH IN AN AREA EITHER DIRECTLY (FOR EXAMPLE, BY PROPOSING NEW HOMES AND BUSINESSES) OR INDIRECTLY (FOR EXAMPLE, THROUGH EXTENSION OF ROADS OR OTHER INFRASTRUCTURE)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	DISPLACE SUBSTANTIAL NUMBERS OF EXISTING HOUSING NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	DISPLACE SUBSTANTIAL NUMBERS OF PEOPLE NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XIV. 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XVI. TRANSPORTATION/CIRCULATION					
a.	CONFLICT WITH AN APPLICABLE PLAN, ORDINANCE OR POLICY ESTABLISHING MEASURES OF EFFECTIVENESS FOR THE PERFORMANCE OF THE CIRCULATION SYSTEM, TAKING INTO ACCOUNT ALL MODES OF TRANSPORTATION INCLUDING MASS TRANSIT AND NON-MOTORIZED TRAVEL AND RELEVANT COMPONENTS OF THE CIRCULATION SYSTEM, INCLUDING BUT NOT LIMITED TO INTERSECTIONS, STREETS, HIGHWAYS AND FREEWAYS, PEDESTRIAN AND BICYCLE PATHS AND MASS TRANSIT?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	CONFLICT WITH AN APPLICABLE CONGESTION MANAGEMENT PROGRAM, INCLUDING BUT NOT LIMITED TO LEVEL OF SERVICE STANDARDS AND TRAVEL DEMAND MEASURES, OR OTHER STANDARDS ESTABLISHED BY THE COUNTY CONGESTION MANAGEMENT AGENCY FOR DESIGNATED ROADS OR HIGHWAYS?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	RESULT IN A CHANGE IN AIR TRAFFIC PATTERNS, INCLUDING EITHER AN INCREASE IN TRAFFIC LEVELS OR A CHANGE IN LOCATION THAT RESULTS IN SUBSTANTIAL SAFETY RISKS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	SUBSTANTIALLY INCREASE HAZARDS TO A DESIGN FEATURE (E.G.,	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT)?				
e.	RESULT IN INADEQUATE EMERGENCY ACCESS?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f.	CONFLICT WITH ADOPTED POLICIES, PLANS OR PROGRAMS REGARDING PUBLIC TRANSIT, BICYCLE, OR PEDESTRIAN FACILITIES, OR OTHERWISE DECREASE THE PERFORMANCE OR SAFETY OF SUCH FACILITIES?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
XVII. UTILITIES					
a.	EXCEED WASTEWATER TREATMENT REQUIREMENTS OF THE APPLICABLE REGIONAL WATER QUALITY CONTROL BOARD?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW WATER OR WASTEWATER TREATMENT FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW STORMWATER DRAINAGE FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	HAVE SUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT FROM EXISTING ENTITLEMENTS AND RESOURCE, OR ARE NEW OR EXPANDED ENTITLEMENTS NEEDED?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	RESULT IN A DETERMINATION BY THE WASTEWATER TREATMENT PROVIDER WHICH SERVES OR MAY SERVE THE PROJECT THAT IT HAS ADEQUATE CAPACITY TO SERVE THE PROJECT'S PROJECTED DEMAND IN ADDITION TO THE PROVIDER'S EXISTING COMMITMENTS?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f.	BE SERVED BY A LANDFILL WITH SUFFICIENT PERMITTED CAPACITY TO ACCOMMODATE THE PROJECT'S SOLID WASTE DISPOSAL NEEDS?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g.	COMPLY WITH FEDERAL, STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE					
a.	DOES THE PROJECT HAVE THE POTENTIAL TO DEGRADE THE QUALITY OF THE ENVIRONMENT, SUBSTANTIALLY REDUCE THE HABITAT OF FISH OR WILDLIFE SPECIES, CAUSE A FISH OR WILDLIFE POPULATION TO DROP BELOW SELF-SUSTAINING LEVELS, THREATEN TO ELIMINATE A PLANT OR ANIMAL COMMUNITY, REDUCE THE NUMBER OR RESTRICT THE RANGE OF A RARE OR ENDANGERED PLANT OR ANIMAL OR ELIMINATE IMPORTANT EXAMPLES OF THE MAJOR PERIODS OF CALIFORNIA HISTORY OR PREHISTORY?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	DOES THE PROJECT HAVE IMPACTS WHICH ARE INDIVIDUALLY LIMITED, BUT CUMULATIVELY CONSIDERABLE? ("CUMULATIVELY CONSIDERABLE" MEANS THAT THE INCREMENTAL EFFECTS OF AN INDIVIDUAL PROJECT ARE CONSIDERABLE WHEN VIEWED IN CONNECTION WITH THE EFFECTS OF PAST PROJECTS, THE EFFECTS OF OTHER CURRENT PROJECTS, AND THE EFFECTS OF PROBABLE FUTURE PROJECTS).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	DOES THE PROJECT HAVE ENVIRONMENTAL EFFECTS WHICH CAUSE SUBSTANTIAL ADVERSE EFFECTS ON HUMAN BEINGS, EITHER DIRECTLY OR INDIRECTLY?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

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

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

The Project as identified in the project description may cause potentially significant impacts on the environment. Therefore, this environmental analysis concludes that an Environmental Impact Report shall be prepared to address all potential adverse impacts on the environment.

ADDITIONAL INFORMATION:

All supporting documents and references are contained in the Environmental Case File referenced above and may be viewed in the Major Projects & EIR Section, Room 750, City Hall.

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

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IV. ENVIRONMENTAL IMPACT ANALYSIS

INTRODUCTION

This section of the Initial Study contains an assessment and discussion of impacts associated with each environmental issue and subject area identified in the Initial Study Checklist. The thresholds of significance are based on the practices of the City of Los Angeles, the *L.A. CEQA Thresholds Guide 2006*, and other sources as noted.

IMPACT ANALYSIS

1. AESTHETICS

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

Potentially Significant Impact. For the purpose of this Initial Study, a significant impact may occur if a project introduces incompatible visual elements within a field of view containing a scenic vista or substantially blocks views of a scenic vista. Scenic vistas are generally described in two ways: panoramic views (visual access to a large geographic area, for which the field of view can be wide and extend into the distance) and focal views (visual access to a particular object, scene, or feature of interest). Based on the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, the determination of whether a project results in a significant impact on a scenic vista shall be made considering the following factors:

- The nature and quality of recognized or valued views (such as natural topography, settings, man-made or natural features of visual interest, and resources such as mountains or ocean);
- Whether a project affects views from a designated scenic highway, corridor, or parkway;
- The extent of obstruction (e.g., total blockage, partial interruption, or minor diminishment); and
- The extent to which a project affects recognized views available from a length of a public roadway, bike path, or trail, as opposed to a single, fixed vantage point.

The Hollywood Hills are currently visible from the Project Site and surrounding area. The Project would result in the construction of four buildings, including three four-story buildings and one 23-story building. The Project would result in a change from the three one-story buildings that currently occupy the Project Site.

This potential impact shall be evaluated in an EIR.

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

Potentially Significant Impact. Based on the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a significant impact would occur only if a project affected views from a designated scenic highway, corridor, or parkway.

This potential impact shall be evaluated in an EIR.

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

Potentially Significant Impact. For the purpose of this Initial Study, a significant impact may occur if the project introduced incompatible visual elements on the project site or visual elements that would be incompatible with the character of the area surrounding the project site. The proposed Project would change the existing visual character of the Project Site.

General Character Significance Methodology

Based on the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, the determination of whether the project results in a significant aesthetic impact shall be made considering the following factors:

- The amount or relative proportion of existing features or elements that substantially contribute to the valued visual character or image of a neighborhood, community, or localized area, which would be removed, altered or demolished;
- The amount of natural open space to be graded or developed;
- The degree to which proposed structures in natural open space areas would be effectively integrated into the aesthetics of the site, through appropriate design, etc.
- The degree of contrast between proposed features and existing features that represent the area's valued aesthetic image;
- The degree to which the project would contribute to the area's aesthetic value; and
- Applicable guidelines and regulations.

This potential impact shall be evaluated in an EIR.

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

Potentially Significant Impact. For the purpose of this Initial Study, a significant impact may occur if the project introduces new sources of light or glare on or from the project site which would be incompatible with the areas surrounding the project site, or which pose a safety hazard to motorists utilizing adjacent streets. Based on the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, the determination of whether the project results in a significant nighttime illumination impact shall be made considering the following factors:

- The change in ambient illumination levels as a result of project sources; and
- The extent to which project lighting would spill off the project site and effect adjacent light-sensitive areas.

The Project is located in a well-lit urban area of the City where there are moderate to high levels of ambient nighttime lighting, including street lighting, vehicle headlights, architectural and security lighting, and indoor building illumination (light emanating from structures which passes through windows), all of which are common to densely populated areas. Current sources of light associated with the Project Site include streetlights, security lights, and indoor building illumination. Night lighting for the Project would be provided to illuminate building entrances, retail spaces and signs, driveways, and security.

This potential impact shall be evaluated in an EIR.

Shade and Shadow Thresholds of Significance

Based on the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project shading impact would normally be considered significant if shadow-sensitive uses would be shaded by project-related structures for more than three hours between the hours of 9:00 AM and 3:00 PM Pacific Standard Time between the first Sunday in November and the second Sunday in March, or for more than four hours between the hours of 9:00 AM and 5:00 PM Pacific Daylight Time between the second Sunday in March and the first Sunday in November.

This potential impact shall be evaluated in an EIR.

Cumulative Impacts

This potential impact shall be evaluated in an EIR.

2. AGRICULTURE AND FORESTRY RESOURCES

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

No Impact. Although not specified in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a significant impact may occur if the project were to result in the conversion of state-designated agricultural land from agricultural use to another non-agricultural use.

The Project Site is developed with three commercial buildings, a surface parking area, and a lawn area and is located in the urbanized community of Hollywood in the City of Los Angeles. No farmland or agricultural activity exists on or in the vicinity of the Project Site. According to the Soil Candidate Listing for Prime Farmland of Statewide Importance, Los Angeles County, which was prepared by the U.S. Department of Agriculture Natural Resources Conservation Service (NRCS), the soils at the Project Site are not candidates for listing as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. In addition, the Project Site has not been mapped pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency.¹ Therefore, no impact would occur.

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

No Impact. Although not specified in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a significant impact may occur if the project were to result in the conversion of land zoned for agricultural use or under a Williamson Act contract from agricultural use to another non-agricultural use.

The Project Site is located within the jurisdiction of the City of Los Angeles and is, therefore, subject to the applicable land use and zoning requirements in the Los Angeles Municipal Code (LAMC), particularly Chapter 1, General Provisions and Zoning (City of Los Angeles Planning and Zoning Code). The Zoning Code includes development standards for the various districts in the City of Los Angeles. The Project Site is currently zoned C4-2D-SN (Commercial - Height District 2 - Sign District) and has a land use designation of Regional Center Commercial in the Hollywood Community Plan. The Project Site is not zoned for agricultural production, and there is no farmland at the Project Site. In addition, no Williamson Act Contracts are in effect for the Project Site.² Therefore, no impact would occur.

¹ State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland 2006, Map, website: <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2006/los06.pdf>, access September 4, 2014.

² California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Important Farmland in California, 2006, California Division of Land Resource Protection, website: ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/statewide/2006/fmmp2006_wallsize.pdf, accessed September 4, 2014.

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

No Impact. Although not specified in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a significant impact may occur if a project were to result in the conversion of land zoned 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)).

The Project Site is located within the jurisdiction of the City of Los Angeles and is, therefore, subject to the applicable land use and zoning requirements in the LAMC, particularly Chapter 1, General Provisions and Zoning (City of Los Angeles Planning and Zoning Code). The Zoning Code includes development standards for the various districts in the City of Los Angeles. The Project Site is currently zoned C4-2D-SN and has a land use designation of Regional Center Commercial in the Hollywood Community Plan. The Project Site is not zoned as forest land or timberland, and there is no Timberland Production at the Project Site. Therefore, no impact would occur.

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

No Impact. Although not specified in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a significant impact may occur if a project were to result in the loss of forest land or conversion of forest land to non-forest use.

The Project Site is developed with three commercial buildings, a surface parking area, and a lawn area, and is located in an urbanized area in the community of Hollywood. No forest land exists on or in the vicinity of the Project Site. Therefore, no impact would occur.

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

No Impact. Although not specified in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a significant impact may occur if a project results in the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use.

The Project Site is developed with three commercial buildings, a surface parking area, and a lawn area, and is located in an urbanized area in the community of Hollywood. Neither the Project Site, nor nearby properties, are currently utilized for agricultural or forestry uses and, as discussed above (Section 2(a)), the Project Site is not classified in any "Farmland" category designated by the State of California. Therefore, no impact would occur.

Cumulative Impacts

No Impact. Development of the Project in combination with the related projects would not result in the conversion of State-designated agricultural land from agricultural use to a non-agricultural use nor result in the loss of forest land or conversion of forest land to non-forest use. The Extent of Important Farmland Map Coverage maintained by the Division of Land Protection indicates that the Project Site and the surrounding area are not included in the Important Farmland category.³ The Project Site and the related projects are located in an urbanized area in the City and do not include any State-designated agricultural lands or forest uses. Therefore, no cumulative impact would occur.

3. AIR QUALITY

a) Would the project conflict with or obstruct implementation of the SCAQMD or congestion management plan?

Potentially Significant Impact. A significant impact may occur if the project is not consistent with the applicable air quality plan or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. In the case of projects proposed within the City of Los Angeles or elsewhere in the South Coast Air Basin (Basin), the applicable plan is the Air Quality Management Plan (AQMP) that is prepared by the South Coast Air Management District (SCAQMD). Construction and operation of the Project could result in a temporary increase in emissions.

This potential impact shall be evaluated in an EIR.

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

Potentially Significant Impact. A project may have a significant impact where project-related emissions would exceed federal, state or regional standards or thresholds, or where project-related emissions would substantially contribute to an existing or projected air quality violation. The City of Los Angeles utilizes the following thresholds for the environmental review of plans and development proposals within its jurisdiction.

Construction Period Emissions – Daily Mass Emissions of CO, VOC, NOx, SOx, and PM₁₀

The SCAQMD currently recommends that projects with construction-related emissions that exceed any of the following emissions thresholds should be considered significant:

³ State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Farmland Mapping and Monitoring Program, Important Farmland in California, 2006, ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/statewide/2006/fmmp2006_wallsize.pdf, accessed September 4, 2014.

- 550 pounds per day of carbon monoxide (CO)
- 75 pounds per day of volatile organic compounds (VOC)
- 100 pounds per day of STET oxides (NO_x)
- 150 pounds per day of sulfur oxides (SO_x)
- 150 pounds per day of respirable particulate matter (PM₁₀)

Operational Emission Thresholds – Daily Mass Emissions of CO, VOC, NO_x, SO_x, and PM₁₀

The SCAQMD currently recommends that projects with operational emissions that exceed any of the following emissions thresholds should be considered significant:

- 550 pounds per day of CO
- 55 pounds per day of VOC
- 55 pounds per day of NO_x
- 150 pounds per day of SO_x
- 150 pounds per day of PM₁₀

Ambient Air Quality Levels of CO, NO_x, and PM₁₀

The SCAQMD recommends that projects that generate emissions within the project site that cause the state ambient air quality standards for CO and nitrogen dioxide (NO₂) to be exceeded at nearby receptors should be considered significant. Emissions associated with project-generated vehicles that cause localized levels of CO near roadways and intersections to exceed state standards for this pollutant should also be considered significant. Because the Basin is not in attainment of the state ambient air quality standard for PM₁₀, the SCAQMD recommends that projects that generate emissions within the project site that cause a substantial increase in 24-hour PM₁₀ levels at nearby sensitive receptors (receptors where people would be expected to reside for 24 consecutive hours) should be considered significant. The SCAQMD currently defines a substantial increase in local PM₁₀ levels as 10.4 µg/m³ during construction and 2.5 g/m³ during operation of the project.

Toxic Air Contaminants Thresholds

The SCAQMD also recommends that projects that could emit carcinogenic or toxic air contaminants that exceed the maximum individual cancer risk of 10 in one million be considered significant and cumulatively considerable.

These potential impacts shall be evaluated in an EIR.

- c) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air**

quality standard (including releasing emissions, which exceed quantitative threshold for ozone precursors)?

Potentially Significant Impact. A significant impact may occur if a project would add a considerable cumulative contribution to federal or state non-attainment pollutant.

This potential impact shall be evaluated in an EIR.

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

Potentially Significant Impact. A significant impact may occur where a project would generate pollutant concentrations to a degree that would significantly affect sensitive receptors. The SCAQMD currently recommends that impacts to sensitive receptors be considered significant when emissions generated at a project site causes localized CO and NO₂ levels to exceed state ambient air quality standards at sensitive receptors or where a project causes an increase in local PM₁₀ levels of 10.4 µg/m³ during construction and 2.5 g/m³ during operation of the project. A significant impact may also occur where a project would cause concentrations at sensitive receptors located near congested intersections to exceed the national or state ambient air quality standards and the traffic generated by the project contributes at least 1.0 parts per million (ppm) to the 1-hour concentrations or 0.45 ppm to the 8-hour concentrations. Sensitive receptors in close proximity to the Project Site include, but are not limited to,⁴ the residents east of Vine Street, along De Longpre Avenue and Afton Place.

This potential impact shall be evaluated in an EIR.

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

No Impact. Although not specified in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project-related significant adverse effect could occur if construction or operation of the project would result in generation of odors that would be perceptible in adjacent sensitive areas.

Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. The Project would include commercial and residential land uses and would not contain any of the above-listed odor producing uses. Therefore, no impact associated with objectionable odors would occur.

Cumulative Impacts

This potential impact shall be evaluated in an EIR.

⁴ Additional sensitive receptors may be identified during the preparation of the EIR.

4. BIOLOGICAL RESOURCES

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

No Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant impact on biological resources if it could result in:

- The loss of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern;
- The loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community; or
- Interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise, light) to a degree that may diminish the chances for long-term survival of a sensitive species.

The Project Site is developed with three commercial buildings, a surface parking area, and a lawn area, and is located in an urbanized area in the community of Hollywood. The Project Site does not contain any habitat capable of sustaining 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. In addition, there are no known locally designated natural communities at the Project Site or in the project vicinity. Therefore, the Project would have no impact on sensitive biological species or habitat.

- b) **Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?**

No Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant impact on biological resources if it could result in:

- The loss of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern;
- The loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community;

- The alternation of an existing wetland habitat; or
- Interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise, light) to a degree that may diminish the chances for long-term survival of a sensitive species.

The Project Site is developed with three commercial buildings, a surface parking area, and a lawn area. No riparian or other sensitive habitat areas are located on or adjacent to the Project Site. Implementation of the Project would not result in any adverse impacts to riparian habitat or other sensitive natural communities.

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

No Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant impact on biological resources if it could result in:

- The alteration of an existing wetland habitat.

The Project Site is developed with three commercial buildings, a surface parking area, and a lawn area. Review of the National Wetlands Inventory identified no protected wetlands in the project area.⁵ Therefore, the Project Site does not support any riparian or wetland habitat, as defined by Section 404 of the Clean Water Act (see Section 4(b), above) and no impacts to riparian or wetland habitats would occur with implementation of the Project.

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less-Than-Significant Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant impact on biological resources if it could result in:

- Interference with wildlife movement/migration corridors that may diminish the chances for long-term survival of a sensitive species.

As discussed in Section 4(a), the Project Site is located in an area that has been previously developed in a urbanized area. Due to the urbanized surroundings, there are no wildlife corridors or native wildlife

⁵ *National Wetlands Inventory, U.S. Fish & Wildlife Service, website: <http://www.fws.gov/wetlands/Data/Mapper.html>, accessed September 4, 2014.*

nursery sites in the project vicinity. However, the Project would result in the removal of existing trees on the Project Site, which could potentially contain nesting sites for migratory birds. The Project would be required to comply with the Migratory Bird Treaty Act (MBTA). Migratory nongame native bird species are protected by international treaty under the Federal MBTA of 1918 (50 C.F.R Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). Compliance with the MBTA would ensure that this impact would be less than significant.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?

Potentially Significant Impact. For the purpose of this Initial Study, a significant impact could occur if the project would be inconsistent with local regulations pertaining to biological resources, including, but not limited to, the City of Los Angeles Protected Tree Ordinance No. 177,404. A tree survey will be conducted to determine whether or not there are any protected trees on the Project Site, including native oaks (*Quercus* sp.), western sycamore (*Platanus racemosa*), Southern California black walnut (*Juglans californica*) and California bay (*Umbellularia californica*). In addition, any non-protected trees that would be removed (with 8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) would be replaced at a 1:1 ratio.

This potential impact shall be evaluated in an EIR.

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

No Impact. Although not specified in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a significant impact would occur if the project would be inconsistent with mapping or policies in any conservation plans of the types cited.

The Project Site and its vicinity are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. Therefore, no impact would occur with implementation of the project.

Cumulative Impacts

This potential impact shall be evaluated in an EIR.

5. CULTURAL RESOURCES

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

Potentially Significant Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a significant impact may occur if a project would disturb historic resources which presently exist within the project site. Section 15064.5 of the State CEQA Guidelines defines an historical resource as:

- 1) a resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources;
- 2) a resource listed in a local register of historical resources or identified as significant in an historical resource survey meeting certain state guidelines; or
- 3) an object, building, structure, site, area, place, record or manuscript which a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record.

A significant impact would occur if a project were to adversely affect an historical resource meeting one of the above definitions. A substantial adverse change in the significance of a historic resource means demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired. The existing buildings on the project site and their ages are the following:

- 6360 De Longpre Avenue – year 1950.
- 6322 De Longpre Avenue – year 1927.
- 1341 Vine Street – year 1962.

This potential impact shall be evaluated in an EIR.

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

Potentially Significant Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a significant impact may occur if grading or excavation activities associated with a project would disturb archaeological resources which presently exist within the Project Site. The Project would result in the excavation of soil to accommodate the four levels of underground parking. The proposed excavation could potentially disturb archaeological resources.

This potential impact shall be evaluated in an EIR.

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

Potentially Significant Impact. A significant impact could occur if grading or excavation activities associated with a project would disturb paleontological resources or geologic features which presently exist within the Project Site. The Project would result in the excavation of soil to accommodate the four levels of underground parking. The proposed excavation could potentially disturb paleontological resources.

This potential impact shall be evaluated in an EIR.

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

Potentially Significant Impact. A significant adverse impact could occur if grading or excavation activities associated with a project were to disturb previously interred human remains. The Project would result in the excavation of soil to accommodate the four levels of underground parking. The proposed excavation could potentially disturb human remains.

This potential impact shall be evaluated in an EIR.

Cumulative Impacts

This potential impact shall be evaluated in an EIR.

6. GEOLOGY AND SOILS

a) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

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

Potentially Significant Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. For the purpose of this specific issue, a significant impact may occur if a Project Site is located within a state-designated Alquist-Priolo Zone or other designated fault zone, and appropriate building practices are not employed.

This potential impact shall be evaluated in an EIR.

(ii) **Strong seismic ground shaking?**

Potentially Significant Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. For the purpose of this specific issue, a significant impact may occur if a proposed project represents an increased risk to public safety or destruction of property by exposing people, property or infrastructure to seismically induced ground shaking hazards that are greater than the average risk associated with locations in the southern California region.

This potential impact shall be evaluated in an EIR.

(iii) **Seismic-related ground failure, including liquefaction?**

Potentially Significant Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. For the purpose of this specific issue, a significant impact may occur if the project is located in an area identified as having a high risk of liquefaction and mitigation measures required within such designated areas are not incorporated into the project.

This potential impact shall be evaluated in an EIR.

(iv) **Landslides?**

No Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. For the purpose of this specific issue, a significant impact may occur if the project is located in a hillside area with soil conditions that would suggest a high potential for sliding.

According to *City of Los Angeles Department of Planning, Zone Information and Map Access System*,⁶ the Site is not located within an area identified as having potential for landslides. In addition, according to

⁶ *City of Los Angeles Department of Planning, Zone Information and Map Access System, website: <http://zimas.lacity.org/>, September 4, 2014.*

the City of Los Angeles General Plan, Safety Element (1996),⁷ the Site is not located within an area identified as having potential for landslides.

The Project Site is in a densely developed area of the City and there are no known landslides near the site, nor is the site in the path of any known or potential landslides. As the probability of landslides, including seismically induced landslides, is considered to be very low at the Project Site, no impact would occur.

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

Potentially Significant Impact. A significant impact may occur if a project exposes large areas to the erosional effects of wind or water for a protracted period of time.

This potential impact shall be evaluated in an EIR.

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

Potentially Significant Impact. A significant impact may occur if a project is built in an unstable area without proper site preparation or design features to provide adequate foundations for proposed buildings, thus posing a hazard to life and property.

This potential impact shall be evaluated in an EIR.

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

Potentially Significant Impact. A significant impact may occur if the project is built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus, posing a hazard to life and property.

This potential impact shall be evaluated in an EIR.

⁷ City of Los Angeles Department of City Planning, *Environmental and Public Facilities Maps: Safety Element Exhibit C: Landslide Inventory and Hillside Areas in the City of Los Angeles, May 1995*, website: <http://cityplanning.lacity.org/cwd/gnlpln/safteyelt.pdf>, accessed September 4, 2023.

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

No Impact. Although not specified in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, this question would apply to the project only if it was located in an area not served by an existing sewer system.

The Project Site is located in a developed area of the City of Los Angeles, which is served by a wastewater collection, conveyance and treatment system operated by the City of Los Angeles. No septic tanks or alternative disposal systems are necessary, nor are they proposed. No impact would occur.

Cumulative Impacts

This potential impact shall be evaluated in an EIR.

7. GREENHOUSE GAS EMISSIONS

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

Potentially Significant Impact. Construction and operation of the Project would generate greenhouse gas emissions. Generally, the evaluation of an impact under CEQA requires measuring data from a project against a “threshold of significance.”⁸ Furthermore, “when adopting thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence.”⁹ For greenhouse gas emissions and global warming, there is not, at this time, one established, universally agreed-upon “threshold of significance” by which to measure an impact.

Section 15064.4 of the State CEQA Guidelines states the following:

- (b) A lead agency should consider the following factors, among others, when assessing the significance of greenhouse gas emissions on the environment:

- (1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;

⁸ CEQA Guidelines Section 15064.7.

⁹ CEQA Guidelines Section 15064.7(c).

- (2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and
- (3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

According to Appendix G of the *State CEQA Guidelines*, a project could have a significant environmental impact if it would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or
- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

As such, the Project would have a significant impact with respect to GHG emissions and global climate change if it would substantially conflict with the provisions of Section 15064.4(b) or Appendix G of the State CEQA Guidelines.

This potential impact shall be evaluated in an EIR.

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

Potentially Significant Impact. A significant greenhouse gas emissions impact may occur if a project is not consistent with the AB 32 Scoping Plan or other applicable plans designed to reduce greenhouse gas emissions, such as a Climate Action Plan, or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of such a plan.

This potential impact shall be evaluated in an EIR.

Cumulative Impacts

This potential impact shall be evaluated in an EIR.

8. HAZARDS AND HAZARDOUS MATERIALS

According to the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, the determination of significance with respect to hazards and hazardous materials shall be made on a case-by-case basis considering the following factors:

- The regulatory framework for the health hazard;
- The probable frequency and severity of consequences to people or property as a result of a potential accidental release or explosion of a hazardous substance;
- The degree to which project design will reduce the frequency or severity of a potential accidental release or explosion of a hazardous substance;
- The probable frequency and severity of consequences to people from exposure to the health hazard; and
- The degree to which project design would reduce the frequency of exposure or severity of consequences to exposure to the health hazard.

The following specific checklist questions are evaluated applying the foregoing methodology.

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

Potentially Significant Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant impact to hazards and hazardous materials if:

- The project involved a risk of accidental explosion or release of hazardous substances (including, but not limited to oil, pesticides, asbestos, chemicals or radiation); or
- The project involved the creation of any health hazard or potential health hazard.

This potential impact shall be evaluated in an EIR.

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

Potentially Significant Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant impact to hazards and hazardous materials if:

- A project involved a risk of accidental explosion or release of hazardous substances (including, but not limited to oil, pesticides, chemicals or radiation); or

- A project involved the creation of any health hazard or potential health hazard.

This potential impact shall be evaluated in an EIR.

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

Potentially Significant Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant impact to hazards and hazardous materials if:

- A project involved a risk of accidental explosion or release of hazardous substances (including, but not limited to oil, pesticides, chemicals or radiation); or
- A project involved the creation of any health hazard or potential health hazard.

This potential impact shall be evaluated in an EIR.

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

Potentially Significant Impact. California Government Code Section 65962.5 requires various State agencies to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells and solid waste facilities where there is known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis. A significant impact may occur if a project site is included on any of the above lists and poses an environmental hazard to surrounding sensitive uses.

This potential impact shall be evaluated in an EIR.

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

No Impact. A significant impact may occur if a project is located within a public airport land use plan area, or within two miles of a public airport, and subject to a safety hazard.

The closest public airports to the Project Site are the Bob Hope Burbank Airport, Santa Monica Airport, Whiteman Airport, and the Los Angeles International Airport (LAX). However, none of these airports are

located within two miles of the Project Site. Furthermore, the Project Site is not in an airport hazard area.¹⁰ Therefore, no impact would occur.

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

No Impact. This question would apply to a project only if it were in the vicinity of a private airstrip and would subject area residents and workers to a safety hazard.

The Project Site is not located in the vicinity of a private airstrip. Therefore, no impact would occur.

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

Potentially Significant Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant impact to hazards and hazardous materials if:

- A project involved possible interference with an emergency response plan or emergency evacuation plan.

According to the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, the determination of significance shall be made on a case-by-case basis considering the following factors:

- The degree to which a project may require a new, or interfere with an existing emergency response or evacuation plan, and the severity of the consequences.

This potential impact shall be evaluated in an EIR.

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

No Impact. Although not specified in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a significant impact would occur if the project site is located in proximity to wildland areas and poses a significant fire hazard, which could affect persons or structures in the areas in the event of a fire.

¹⁰ City of Los Angeles Department of Planning, *Zone Information and Map Access System*, website: <http://zimas.lacity.org/>, September 4, 2014.

The Project Site is located in a highly urbanized area of Los Angeles and does not include wildlands or high fire hazard terrain or vegetation. The Project Site is not located in a Very High Fire Hazard Severity Zone (VHFHSZ).¹¹ Therefore, no impacts from wildland fires would occur.

Cumulative Impacts

This potential impact shall be evaluated in an EIR.

9. HYDROLOGY AND WATER QUALITY

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

Potentially Significant Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant impact on surface water quality if discharges associated with a project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable National Pollution Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this specific issue, a significant impact may occur if a project would discharge water which does not meet the quality standards of agencies which regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts would also occur if a project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include compliance with the Standard Urban Storm Water Mitigation Plan (SUSMP) requirements to reduce potential water quality impacts.

The Los Angeles Regional Water Quality Control Board (LARWQCB) issued a Municipal Storm Water NPDES Permit (No. CAS004001) in December 2001 that requires new development and redevelopment projects to incorporate storm water mitigation measures. Depending on the type of project, either a Standard Urban Stormwater Mitigation Plan (SUSMP) or a Site Specific Mitigation Plan is required to reduce the quantity and improve the quality of rainfall runoff that leaves the Project Site. Site Specific Mitigation Plans are required for the following uses:

- Single-Family Hillside Residences over one acre
- Housing developments (including single-family homes, multi-family homes, condominiums, and apartments) of ten or more units
- Industrial/Commercial developments of one acre or more of impervious surface area
- Automotive service facilities (SIC 5013, 5014, 5541, 7532-7534, and 7536-7539)
- Retail gasoline outlets

¹¹ City of Los Angeles Department of Planning, *Zone Information and Map Access System*, website: <http://zimas.lacity.org/>, September 4, 2014.

- Restaurants (SIC 5812)
- Parking lots with 5,000 square feet or more of surface area, including accessory driveways, or with 25 or more parking spaces
- Projects located in, adjacent to, or discharging directly to a designated Environmentally Sensitive Area

In addition to SUSMP, the City institutionalized the use of Low Impact Development (LID) techniques for development and redevelopment projects.¹² In November 2011, the City adopted the Stormwater Low Impact Development Ordinance (Ordinance 181,899) with the stated purpose of:

- Requiring the use of LID standards and practices in future developments and redevelopments to encourage the beneficial use of rainwater and urban runoff;
- Reducing stormwater/urban runoff while improving water quality;
- Promoting rainwater harvesting;
- Reducing offsite runoff and providing increased groundwater recharge;
- Reducing erosion and hydrologic impacts downstream; and
- Enhancing the recreational and aesthetic values in our communities.

This potential impact shall be evaluated in an EIR.

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

Potentially Significant Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant impact on groundwater level if it would:

- Change potable water levels sufficiently to:
 - Reduce the ability of a water utility to use the groundwater basin for public water supplies, conjunctive use purposes, storage of imported water, summer/winter peaking, or respond to emergencies and drought;
 - Reduce yields of adjacent wells or well fields (public or private); or
 - Adversely change the rate or direction of flow of groundwater; or

¹² *City of Los Angeles Department of Public Works, Development Best Management Practices Handbook Part B Planning Activities, 4th Edition, June 2011.*

- Result in demonstrable and sustained reduction in groundwater recharge capacity.

This potential impact shall be evaluated in an EIR.

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

Potentially Significant Impact. A significant impact may occur if a project would substantially alter drainage patterns resulting in a significant increase in erosion or siltation during construction or operation of a project.

This potential impact shall be evaluated in an EIR.

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

Potentially Significant Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant impact on surface water hydrology if it would:

- Result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow.

This potential impact shall be evaluated in an EIR.

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

Potentially Significant Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant impact on surface water quality if discharges associated with a project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable NPDES stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this specific issue, a significant impact may occur if the volume of storm water runoff from the project site were to increase to a level which exceeds the capacity of the storm drain system serving the project site. A project-related significant adverse effect would also occur if the project would substantially increase the probability that polluted runoff would reach the storm drain system.

This potential impact shall be evaluated in an EIR.

f) Would the project otherwise substantially degrade water quality?

Potentially Significant Impact. Although not specified in the City of Los Angeles *LA CEQA Thresholds Guide 2006*, a significant impact may occur if a project includes potential sources of water pollutants that would have the potential to substantially degrade water quality.

This potential impact shall be evaluated in an EIR.

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

No Impact. This question would apply to the project only if it were placing housing in a 100-year flood zone. The Project Site is not in an area designated as a 100-year flood hazard area.¹³ Therefore, the Project would not have risks of flooding. No impact would occur.

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

No Impact. Although not specified in the City of Los Angeles *LA CEQA Thresholds Guide 2006*, a significant impact may occur if the project was located within a 100-year flood zone, which would impede or redirect flood flows.

As mentioned in Section 9(g), the Project Site is not in an area designated as a 100-year flood hazard area.¹⁴ The Project Site is located in a highly urbanized area and would not have the potential to impede or redirect floodwater flows. No impact would occur.

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

Potentially Significant Impact. Although not specified in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a significant impact may occur if a project exposes people or structures to a significant risk of loss or death caused by the failure of a levee or dam, including but not limited to a seismically-induced seiche, which is a surface wave created when a body of water is shaken, which could result in a water storage facility failure.

This potential impact shall be evaluated in an EIR.

¹³ City of Los Angeles Department of Planning, *Zone Information and Map Access System*, website: <http://zimas.lacity.org/>, September 4, 2014.

¹⁴ City of Los Angeles Department of Planning, *Zone Information and Map Access System*, website: <http://zimas.lacity.org/>, September 4, 2014.

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

No Impact. Although not specified in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a significant impact may occur if a project site is sufficiently close to the ocean or other water body to be potentially at risk of the effects of seismically-induced tidal phenomena (i.e., seiche and tsunami), or if the project site is located adjacent to a hillside area with soil characteristics that would indicate potential susceptibility to mudslides or mudflows.

The Project Site is located at least 14 miles from the Pacific Ocean and is not in the vicinity of any other major water bodies; therefore, risks associated with seiches or tsunamis would be very low at the Project Site. Furthermore, the Project Site is located in the urbanized Hollywood community of the City, where little open space exists. Therefore, the potential for mudflows to impact the Project Site would also be very unlikely. As such, there would be no impacts related to risk of loss, injury, or death by seiche, tsunami, or mudflow.

Cumulative Impacts

This potential impact shall be evaluated in an EIR.

10. LAND USE AND PLANNING

a) Would the project physically divide an established community?

Potentially Significant Impact. A significant impact may occur if the project would be sufficiently large enough or otherwise configured in such a way as to create a physical barrier within an established community. According to the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, the determination of significance shall be made on a case-by-case basis considering the following factors:

- The extent of the area that would be impacted, the nature and degree of impacts, and the types of land uses within that area;
- The extent to which existing neighborhoods, communities, or land uses would be disrupted, divided or isolated, and the duration of the disruptions; and
- The number, degree, and type of secondary impacts to surrounding land uses that could result from implementation of the proposed project.

This potential impact shall be evaluated in an EIR.

b) Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local

coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Potentially Significant Impact. A significant impact may occur if the project is inconsistent with the General Plan or zoning designations currently applicable to the project site and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigate. According to the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, the determination of significance shall be made on a case-by-case basis considering the following factors:

- Whether the proposal is inconsistent with the adopted land use/density designation in the Community Plan, redevelopment plan or specific plan for the site; and
- Whether the proposal is inconsistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.

A request for the approval of entitlements would require consistency with the LAMC and applicable plans and policies.

This potential impact shall be evaluated in an EIR.

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

No Impact. Although not specified in the City of Los Angeles *LA CEQA Thresholds Guide 2006*, a project-related significant adverse effect could occur if the project site were located within an area governed by a habitat conservation plan or natural community conservation plan.

As discussed in Section 4(f) above, no such plans presently exist which govern any portion of the Project Site. Further, the Project Site is located in an area that has been previously developed with commercial uses, and is also within an urbanized area of Los Angeles. Therefore, the Project would not have the potential to cause such effects.

Cumulative Impacts

This potential impact shall be evaluated in an EIR.

11. MINERAL RESOURCES

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

No Impact. Although not specified in the City of Los Angeles *LA CEQA Thresholds Guide 2006*, a significant impact may occur if the project site is located in an area used or available for extraction of a

regionally-important mineral resource, or if the project development would convert an existing or future regionally-important mineral extraction use to another use, or if the project development would affect access to a site used or potentially available for regionally-important mineral resource extraction. According to the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, the determination of significance shall be made on a case-by-case basis considering the following factors:

- Whether, or the degree to which, the project might result in the permanent loss of, or loss of access to, a mineral resource that is located in a State Mining and Geology Board Mineral Resource Zone MRZ-2 zone or other known or potential mineral resource area, and
- Whether the mineral resource is of regional or statewide significance, or is noted in the Conservation Element as being of local importance.

The Project Site is developed and no oil wells are present on the Project Site. According to the Los Angeles City General Plan Safety Element Exhibit E, Oil Field and Oil Drilling Areas, the Project Site is not located within an oil field or oil drilling area. The Project Site is not located in an Oil Drilling District. As the Project Site would be entirely developed with urban land uses, the Project would not affect ongoing extraction activities and impacts on existing or future regionally important mineral extraction sites would be less than significant. The Project would not involve mineral extraction activities, nor are any such activities presently occurring on or in the vicinity of the Project Site. Therefore, no impact would occur with implementation of the Project.

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

No Impact. Although not specified in the City of Los Angeles *LA CEQA Thresholds Guide 2006*, a significant impact may occur if the project site is located in an area used or available for extraction of a locally-important mineral resource, or if the project development would convert an existing or future locally-important mineral extraction use to another use, or if the project development would affect access to a site used or potentially available for locally-important mineral resource extraction. According to the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, the determination of significance shall be made on a case-by-case basis considering the following factors:

- Whether, or the degree to which, the project might result in the permanent loss of, or loss of access to, a mineral resource that is located in a MRZ-2 zone or other known or potential mineral resource area, and
- Whether the mineral resource is of regional or statewide significance, or is noted in the Conservation Element as being of local importance.

There are no oil extraction operations and drilling or mining of mineral resources at the Project Site. Therefore, development of the Project would not result in the loss of availability of a mineral resource

that would be of value to the residents of the state or a locally-important mineral resource, or mineral resource recovery site, as delineated on a local general plan, specific plan, or land use plan. Therefore, no impact associated with mineral resources would occur.

Cumulative Impacts

No Impact. As discussed above, the Project would not have significant impacts on mineral resources. It is not known if any related projects would result in the loss of availability of known mineral resources. Regardless, the Project would have no incremental contribution to the potential cumulative impact on mineral resources, and the Project would have no cumulative impact on such resources.

12. NOISE

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

Potentially Significant Impact. Although not specified in the City of Los Angeles *LA CEQA Thresholds Guide 2006*, a significant impact may occur where a project would not comply with the City of Los Angeles General Plan Land Use Compatibility Standards for Noise or the City of Los Angeles Noise Ordinance (Municipal Code Ordinance No. 144,331). Existing sources of noise include traffic, and noise that could be generated by the Project includes construction noise and traffic noise.

This potential impact shall be evaluated in an EIR.

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

Potentially Significant Impact. Vibration is sound radiated through the ground. The rumbling sound caused by the vibration of room surfaces is called groundborne noise. The ground motion caused by vibration is measured as particle velocity in inches per second and in the U.S. is referenced as vibration decibels (VdB).

The City of Los Angeles has not adopted any thresholds for groundborne vibration impacts. Therefore, this analysis uses the Federal Railway Administration's vibration impact thresholds for sensitive buildings. These thresholds are 80 VdB at residences and buildings where people normally sleep (e.g., nearby residences). No thresholds have been adopted or recommended for commercial and light industrial land uses.

Groundborne vibration and groundborne noise could be generated during the construction of the Project.

This potential impact shall be evaluated in an EIR.

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

Potentially Significant Impact. A significant impact may occur if the project were to result in a substantial permanent increase in ambient noise levels above existing ambient noise levels without the project. Based upon the criteria established in the City of Los Angeles' *Draft L.A. CEQA Thresholds Guide*, a project would typically have a significant impact on noise levels from project operations if the project would increase the ambient noise levels by 3 dBA CNEL at the property line of homes where the resulting noise level would be at least 70 dBA CNEL or at the property line of commercial buildings where the resulting noise level is at least 75 dBA CNEL. In addition, any long-term increase of 5 dBA CNEL or more would cause a significant impact.

This potential impact shall be evaluated in an EIR.

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

Potentially Significant Impact. A significant impact may occur if the project were to result in a substantial temporary or periodic increase in ambient noise levels above existing ambient noise levels without the project. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant impact noise levels from construction if:

- Construction activities lasting more than one day would exceed existing ambient exterior noise levels by 10 dBA [CNEL] or more at a noise sensitive use;
- Construction activities lasting more than 10 days in a three month period would exceed existing ambient exterior noise levels by 5 dBA [CNEL] or more at a noise sensitive use; or
- Construction activities would exceed the ambient noise level by 5dBA [CNEL] at a noise sensitive use between the hours of 9:00 PM and 7:00 AM Monday through Friday, before 8:00 AM or after 6:00 PM on Saturday, or at any time on Sunday.

This potential impact shall be evaluated in an EIR.

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

No Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a significant impact on ambient noise levels would normally occur if noise levels at a noise sensitive use attributable to airport operations exceed 65 dBA CNEL and the project increases ambient noise levels by 1.5 dBA CNEL or greater.

The closest public airports to the Project Site are the Bob Hope Burbank Airport, Santa Monica Airport, Whiteman Airport, and the Los Angeles International Airport (LAX). However, the Project Site is not located within two miles of a public airport and furthermore, the Project Site is not in an airport land use plan area.¹⁵ Therefore, no impact would occur.

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

No Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a significant impact on ambient noise levels would normally occur if noise levels at a noise sensitive use attributable to airport operations exceed 65 dBA CNEL and the project increases ambient noise levels by 1.5 dBA CNEL or greater. This question would apply to a project only if the project site were in the vicinity of a private airstrip and would subject area residents and workers to substantial noise levels from aircraft operations.

The Project Site is not located in the vicinity of a private airstrip. No such facilities are located in the vicinity of the Project Site, and as such, no impact would occur.

Cumulative Impacts

This potential impact shall be evaluated in an EIR.

13. POPULATION AND HOUSING

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

Potentially Significant Impact. A significant impact may occur if a project were to locate new development such as homes, businesses, or infrastructure, with the effect of substantially inducing population growth that would otherwise not have occurred as rapidly or in as great a magnitude.

This potential impact shall be evaluated in an EIR.

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

No Impact. A significant impact may occur if a project would result in the displacement of existing housing, necessitating construction of replacement housing elsewhere. The Project Site is developed

¹⁵ Los Angeles County Airport Land Use Commission, *Los Angeles County Airport Land Use Plan*, adopted December 19, 1991.

with three commercial buildings, a surface parking area, and a lawn area. The Project Site does not contain any existing housing; therefore, development of the Project would not displace any existing housing and would not require construction of replacement housing. No impact would occur.

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

No Impact. A significant impact could occur if a project would result in the displacement of existing residents, necessitating the construction of replacement housing elsewhere. Based on the existing on-site land uses, no people currently reside on the Project Site. Therefore, no people would be displaced by the Project and no impact would occur.

Cumulative Impacts

This potential impact shall be evaluated in an EIR.

14. PUBLIC SERVICES

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

(i) Fire protection?

Potentially Significant Impact. Based on the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant impact on fire protection if it requires the addition of a new fire station or the expansion, consolidation or relocation of an existing facility to maintain service. The City of Los Angeles Fire Department (LAFD) considers fire protection services for a project to be adequate if a project is within the maximum response distance for the land use proposed. Pursuant to Section 57.09.07A of the LAMC, the maximum response distance between residential land uses and a LAFD fire station that houses an engine or truck company is 1.5 miles; while for a commercial land use, the distance is one mile for an engine company and 1.5 miles for a truck company. If either of these distances is exceeded, all structures located in the applicable residential or commercial area would be required to install automatic fire sprinkler systems.

This potential impact shall be evaluated in an EIR.

Cumulative Impacts

This potential impact shall be evaluated in an EIR.

(ii) Police protection?

Potentially Significant Impact. For the purpose of this Initial Study, a significant impact may occur if the City of Los Angeles Police Department (LAPD) could not adequately serve a project, necessitating a new or physically altered station. Based on the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, the determination of whether the project results in a significant impact on police protection shall be made considering the following factors:

- The population increase resulting from the proposed project, based on the net increase of residential units or square footage of non-residential floor area;
- The demand for police services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to LAPD services (facilities, equipment, and officers) and the project's proportional contribution to the demand; and
- Whether the project includes security and/or design features that would reduce the demand for police services.

This potential impact shall be evaluated in an EIR.

Cumulative Impacts

This potential impact shall be evaluated in an EIR.

(iii) Schools?

Potentially Significant Impact. A significant impact may occur if a project includes substantial employment or population growth, which could generate demand for school facilities that exceeds the capacity of the schools serving the project site. The Project is in an area that is currently served by several Los Angeles Unified School District (LAUSD) public schools, as well as several private schools and after-school programs.

This potential impact shall be evaluated in an EIR.

Cumulative Impacts

This potential impact shall be evaluated in an EIR.

(iv) Parks?

Potentially Significant Impact. A significant impact to parks may occur if implementation of a project includes a new or physically altered park or creates the need for a new or physically altered park, the construction of which could cause substantial adverse physical impacts.

This potential impact shall be evaluated in an EIR.

Cumulative Impacts

This potential impact shall be evaluated in an EIR.

(v) Other public facilities?

Potentially Significant Impact. A significant impact may occur if a project includes substantial employment or population growth that could generate a demand for other public facilities (such as libraries), which would exceed the capacity available to serve the project site, necessitating a new or physically altered library, the construction of which would have significant physical impacts on the environment.

This potential impact shall be evaluated in an EIR.

Cumulative Impacts

This potential impact shall be evaluated in an EIR.

15. 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. A significant impact may occur if a project would include substantial employment or population growth which could generate an increased demand for park or recreational facilities that would exceed the capacity of existing parks and causes premature deterioration of the park facilities.

This potential impact shall be evaluated in an EIR.

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

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

The Project does not include nor would it necessitate a park or recreational facility component, the construction of which could have an adverse environmental impact. Therefore, no impact would occur with respect to the construction or expansion of recreational facilities.

Cumulative Impacts

This potential impact shall be evaluated in an EIR.

16. TRANSPORTATION AND TRAFFIC

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

Potentially Significant Impact. A significant impact would occur if the change in traffic volumes at the study-area intersections associated with project equals or exceeds the thresholds of significance adopted by the City of Los Angeles. These thresholds are based on the Critical Movement Analysis (CMA) method and Levels of Service (LOS).¹⁶ The CMA procedure uses a ratio of the traffic volume to the intersection capacity to define the proportion of an hour necessary to accommodate all the traffic moving through the intersection. The CMA procedure adds the highest combination of conflicting traffic volume (V) at an intersection and divides the sum by the intersection capacity value for a V/C ratio. Intersection capacity (C) represents the maximum volume of vehicles which has a reasonable expectation of passing through an intersection in one hour under typical traffic flow conditions. V/C ratios provide an ideal means for quantifying intersection operating characteristics for planning purposes. For example, if an intersection has a V/C value of 0.70, the intersection is operating at 70% capacity with 30% unused capacity.

Once the volume-to-capacity ratio has been calculated, operating characteristics are assigned a level of service grade (A through F) to estimate the level of congestion and stability of the traffic flow. The term "Level of Service" (LOS) is used by traffic engineers to estimate the level of congestion generally

16 On September 27, 2013, Governor Brown signed Senate Bill 743 (Steinberg, 2013). Among other things, SB 743 creates a process to change the way transportation impacts are analyzed under CEQA. Under SB 743, the focus of transportation analyses will shift from driver delay to vehicle miles of travel (VMT) to promote the reduction of greenhouse gas emissions, creation of multimodal networks and promotion of a mix of land uses. The preliminary discussion draft of the associated changes to the CEQA Guidelines was released by the Governor's Office of Planning and Research (OPR) for public review on August 6, 2014. It is expected that these proposed changes will undergo additional review and revision by OPR, prior to undertaking the formal rule making process required to codify the changes in the State's CEQA Guidelines. The City of Los Angeles will then need to modify its CEQA guidelines and traffic study guidelines to reflect the changes to the CEQA Guidelines. The associated changes to the State and City CEQA Guidelines are not anticipated to be implemented prior to approval of the Proposed Project; however, in order to provide as much information as possible, the EIR will analyze potential traffic impacts under both methodologies.

accepted by drivers and to grade the stability of traffic flow. Definitions of the LOS grades are shown in Table IV-1.

Table IV-1
V/C Level of Service Definitions

Level of Service	Definition	Equivalent V/C
A	<u>EXCELLENT</u> - Free flow conditions with low traffic density.	0.00 - 0.60
B	<u>VERY GOOD</u> - A stable flow of traffic.	0.61 - 0.70
C	<u>GOOD</u> - Light congestion but stable, occasional backups behind left-turning vehicles.	0.71 - 0.80
D	<u>FAIR</u> -Approaching instability, drivers are restricted in freely changing lanes. Vehicles may be required to wait through more than one cycle.	0.81 - 0.90
E	<u>POOR</u> - At or near capacity with some long lines for left-turning vehicles. Blockage of intersection may occur if traffic signal does not provide for protected turning movements.	0.91 - 1.00
F	<u>FAILURE</u> - Jammed conditions with stoppages of long duration and long queues.	>1.00
<i>Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, 2000.</i>		

According to the standards adopted by the City of Los Angeles, a traffic impact is considered significant if the related increase in the V/C value equals or exceeds the thresholds as provided below in Table IV-2:

Table IV-2
Significant Project Traffic Impact

LOS	Final V/C Ratio	Project-Related Increase in V/C
C	>0.700 – 0.800	Equal to or greater than 0.040
D	>0.800 – 0.900	Equal to or greater than 0.020
E, F	>0.900	Equal to or greater than 0.010

This potential impact shall be evaluated in an EIR.

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

Potentially Significant Impact. A significant impact may occur if the project would cause a substantial change in freeway conditions or Congestion Management Program (CMP)-designated surface streets when compared to conditions without the project.

This potential impact shall be evaluated in an EIR.

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

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

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

Potentially Significant Impact. For the purpose of this Initial Study, a significant impact may occur if a project included new roadway design or introduced a new land use or features into an area with specific transportation requirements and characteristics that have not been previously experienced in that area, or if project site access or other features were designed in such a way as to create hazard conditions.

This potential impact shall be evaluated in an EIR.

e) Would the project result in inadequate emergency access?

Potentially Significant Impact. For the purpose of this Initial Study, a significant impact may occur if the project design would not provide emergency access meeting the requirements of the LAFD, or threatened the ability of emergency vehicles to access and serve the project site or adjacent uses.

This potential impact shall be evaluated in an EIR.

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

Potentially Significant Impact. For the purpose of this Initial Study, a significant impact may occur if the project would conflict with adopted policies or involve modification of existing alternative transportation facilities located on- or off-site.

This potential impact shall be evaluated in an EIR.

Cumulative Impacts

This potential impact shall be evaluated in an EIR.

17. UTILITIES AND SERVICE SYSTEMS

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

Potentially Significant Impact. For the purpose of this Initial Study, a significant impact could occur if a project would discharge wastewater, whose content exceeds the regulatory limits established by the governing agency.

This question would typically apply to properties served by private sewage disposal systems, such as septic tanks. Section 13260 of the California Water Code states that persons discharging or proposing to discharge waste that could affect the quality of the waters of the State, other than into a community sewer system, shall file a Report of Waste Discharge (ROWD) containing information which may be required by the appropriate Regional Water Quality Control Board (RWQCB). The RWQCB then authorizes a National Pollutant Discharge Elimination System (NPDES) permit that ensures compliance with wastewater treatment and discharge requirements.

This potential impact shall be evaluated in an EIR.

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

Potentially Significant Impact. For the purpose of this Initial Study, a significant impact may occur if a project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. Based on the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, the determination of whether the project results in a significant impact on water shall be made considering the following factors:

- The total estimated water demand for the project;
- Whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project buildout;
- The amount by which the project would cause the projected growth in population, housing or employment for the Community Plan area to be exceeded in the year of the project completion; and
- The degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant wastewater impact if:

- The project would cause a measurable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or
- The project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General plan and its elements.

This potential impact shall be evaluated in an EIR.

c) Would the project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Potentially Significant Impact. For the purpose of this Initial Study, a significant impact may occur if the volume of stormwater runoff would increase to a level exceeding the capacity of the storm drain system serving a project site, resulting in the construction of new stormwater drainage facilities.

This potential impact shall be evaluated in an EIR.

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

Potentially Significant Impact. For the purpose of this Initial Study, a significant impact may occur if a project would increase water consumption to such a degree that new water sources would need to be identified. Based on the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, the determination of whether the project results in a significant impact on water shall be made considering the following factors:

- The total estimated water demand for the project;
- Whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project buildout;
- The amount by which the project would cause the projected growth in population, housing or employment for the Community Plan area to be exceeded in the year of the project completion; and
- The degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

This potential impact shall be evaluated in an EIR.

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

Potentially Significant Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant wastewater impact if:

- The project would cause a measurable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or
- The project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General plan and its elements.

This potential impact shall be evaluated in an EIR.

- f) Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

Potentially Significant Impact. For the purpose of this Initial Study, a significant impact may occur if a project were to increase solid waste generation to a degree such that the existing and projected landfill capacity would be insufficient to accommodate the additional solid waste. Based on the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, the determination of whether the project results in a significant impact on solid waste shall be made considering the following factors:

- Amount of projected waste generation, diversion, and disposal during demolition, construction, and operation of the project, considering proposed design and operational features that could reduce typical waste generation rates;
- Need for additional solid waste collection route, or recycling or disposal facility to adequately handle project-generated waste; and
- Whether the project conflicts with solid waste policies and objectives in the Source Reduction and Recycling Element (SRRE) or its updates, the Solid Waste Management Policy Plan (CiSWMPP), Framework Element of the Curbside Recycling Program, including consideration of the land use-specific waste diversion goals contained in Volume 4 of the SRRE.

This potential impact shall be evaluated in an EIR.

- g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?**

Potentially Significant Impact. A significant impact may occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations.

This potential impact shall be evaluated in an EIR.

Cumulative Impacts

This potential impact shall be evaluated in an EIR.

18. 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. For the purpose of this Initial Study, a significant impact could occur if a project would have an identified potentially significant impact for any of the above issues, as discussed in the preceding sections.

This potential impact shall be evaluated in an EIR.

- 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)?**

Potentially Significant Impact. For the purpose of this Initial Study, a significant impact could occur if the project, in conjunction with other related projects in the area of the project site, would result in impacts that would be less than significant when viewed separately, but would be significant when viewed together.

This potential impact shall be evaluated in an EIR.

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

Potentially Significant Impact. For the purpose of this Initial Study, a significant impact may occur if the project has the potential to result in significant impacts, as discussed in the preceding sections.

This potential impact shall be evaluated in an EIR.

V. PREPARERS OF THE INITIAL STUDY

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VI. ACRONYMS AND ABBREVIATIONS

AQMP	Air Quality Management Plan
Basin	South Coast Air Basin
CEQA	California Environmental Quality Act
CMA	Critical Movement Analysis
CO	Carbon Monoxide
CMP	Congestion Management Program
CRA/LA	Community Redevelopment Agency of the City of Los Angeles
CWC	California Water Code
FAR	Floor Area Ratio
LAFD	City of Los Angeles Fire Department
LAMC	Los Angeles Municipal Code
LAPD	City of Los Angeles Police Department
LARWQCB	Los Angeles Regional Water Quality Control Board
LID	Low Impact Development
LAUSD	Los Angeles Unified School District
LAX	Los Angeles International Airport
LOS	Level of Service
NO ₂	Nitrogen Dioxide
NO _x	Oxides of Nitrogen
N ₂ O	Nitrous Oxide
NPDES	National Pollution Discharge Elimination System
NRCS	Natural Resources Conservation Service
PM ₁₀	Respirable Particulate Matter
ppm	parts per million
ROWD	Report of Waste Discharge
RWQCB	Regional Water Quality Control Board
SCAQMD	South Coast Air Quality Management District

sf	Square feet
SO _x	Sulfur Oxide
SRRE	Source Reduction and Recycling Element
SUSMP	Standard Urban Stormwater Mitigation Plan
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
VdB	Vibration Decibels
V/C	Volume/Capacity
VHFHSZ	Very High Fire Hazard Severity Zone
VMТ	Vehicle Miles of Travel
VOC	Volatile Organic Compound