



City of Los Angeles

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



INITIAL STUDY

HOLLYWOOD COMMUNITY PLAN AREA

7107 Hollywood Boulevard Project

Case Number: ENV-2014-2883-EIR

Project Location: 7107–7129 Hollywood Boulevard, Los Angeles, California, 90046

Council District: 4

Project Description: 7107 Leasing Delaware LLC, the Project Applicant, proposes to develop a mixed-use development consisting of up to 410 multi-family residential units and approximately 10,000 square feet of community-serving retail and restaurant uses (the Project) on an approximate 2.0-acre site located in the Hollywood Community Plan area of the City of Los Angeles (the Project Site). The Project Site is located on the northwest corner of the Hollywood Boulevard and La Brea Avenue intersection. Upon completion of the Project, the Project Site would include approximately 466,420 square feet of floor area with a total FAR of 5.36:1, within three new buildings that would range from 6 to 26 levels with a maximum building height of approximately 275 feet. In addition, pursuant to code, 940 parking spaces would be provided in four subterranean parking levels and up to three above-grade parking levels. Numerous outdoor areas, including private decks and courtyards, and an expansive public plaza fronting Hollywood Boulevard and La Brea Avenue would also be provided as part of the Project. An existing approximately 19,890-square-foot church and surface parking areas would be removed to provide for the proposed uses.

APPLICANT:

7107 Leasing Delaware LLC

PREPARED BY:

Matrix Environmental, LLC

ON BEHALF OF:

The City of Los Angeles
Department of City Planning
Environmental Analysis Section

November 2014

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CITY OF LOS ANGELES

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

CALIFORNIA ENVIRONMENTAL QUALITY ACT INITIAL STUDY AND CHECKLIST (Article IV B City CEQA Guidelines)

LEAD CITY AGENCY	COUNCIL DISTRICT	DATE
City of Los Angeles Department of City Planning	4	November 2014

RESPONSIBLE AGENCIES

PROJECT TITLE/NO.	CASE NO.
7107 Hollywood Boulevard Project	ENV-2014-2883-EIR
PREVIOUS ACTIONS CASE NO.	<input type="checkbox"/> DOES have significant changes from previous actions. <input type="checkbox"/> DOES NOT have significant changes from previous actions.

PROJECT DESCRIPTION:

7107 Leasing Delaware LLC, the Project Applicant, proposes to develop a mixed-use development consisting of up to 410 multi-family residential units and approximately 10,000 square feet of community-serving retail and restaurant uses (the Project) on an approximately 2.0-acre site located in the Hollywood Community of the City of Los Angeles (the Project Site). The Project Site is specifically located on the northwest corner of the Hollywood Boulevard and La Brea Avenue intersection. Upon completion of the Project, the Project Site would include approximately 466,420 square feet of floor area within three new buildings that would range from 6 to 26 stories with a maximum building height of approximately 275 feet. In addition, 940 parking spaces would be provided in four subterranean parking levels and up to three above-grade parking levels. Numerous outdoor areas, including private decks and courtyards, and an expansive public plaza fronting Hollywood Boulevard and La Brea Avenue would also be provided as part of the Project. An existing approximately 19,890-square-foot church and surface parking areas would be removed to provide for the proposed uses.

ENVIRONMENTAL SETTING:

The irregularly shaped Project Site is comprised of seven contiguous parcels. Surrounding uses include a lot with a 5-story condominium building under construction and surface parking area to the immediate north; the low-rise Woman's Club of Hollywood to the north of the lot under construction; low-rise motel, commercial, and residential uses to the south across Hollywood Boulevard; low-rise commercial and motel uses to the east across La Brea Avenue; and the Hollywood Versailles Tower, a 14-story, multi-family residential use to the west. The Project vicinity also includes several high-rise buildings, including the 285-foot-tall Renaissance Hollywood Hotel, an approximately 185-foot-tall residential building that fronts Franklin Avenue northwest of the Project Site, an approximately 155-foot-tall office building located across the intersection of La Brea Avenue and Hollywood Boulevard southeast of the Project Site, and an approximately 170-foot-tall office building located to the east at the corner of Hollywood Boulevard and Sycamore Avenue.

PROJECT LOCATION

7107 Hollywood Boulevard, Los Angeles, CA 90046

PLANNING DISTRICT	STATUS:
Hollywood	<input type="checkbox"/> PRELIMINARY <input type="checkbox"/> PROPOSED <input checked="" type="checkbox"/> ADOPTED

EXISTING LAND USE & ZONING R3-1	MAX. DENSITY ZONING 108 dwelling units and 261,102 square feet of floor area Per Existing Medium Residential Land Use Designation and R3-1 Zoning	<input type="checkbox"/> DOES CONFORM TO PLAN
PLANNED LAND USE & ZONE Regional Commercial/C4-2	MAX. DENSITY PLAN 435 dwelling units and 522,204 square feet of floor area per proposed Regional Center Commercial Land Use Designation and C4-2 Zoning	<input checked="" type="checkbox"/> DOES NOT CONFORM TO PLAN
SURROUNDING LAND USES Residential, commercial, motel, and office	PROJECT DENSITY 410 dwelling units; 10,000 square feet commercial. Please refer to Attachment A.	<input type="checkbox"/> NO DISTRICT PLAN

 **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

TITLE

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it

is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).

- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analysis," cross referenced).
- 5) Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
 - 1) Earlier Analysis Used. Identify and state where they are available for review.
 - 2) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - 3) Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated
- 7) Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.
- 9) The explanation of each issue should identify:
 - 1) The significance criteria or threshold, if any, used to evaluate each question; and
 - 2) The mitigation measure identified, if any, to reduce the impact to less than significance.

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

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

 **BACKGROUND**

PROPONENT NAME

7107 Leasing Delaware LLC

PHONE NUMBER

(212) 708-6504

PROPONENT ADDRESS

40 West 57th Street 23FL, New York, NY 10019

AGENCY REQUIRING CHECKLIST

City of Los Angeles, Department of City Planning

DATE SUBMITTED

November 2014

PROPOSAL NAME (If Applicable)

7107 Hollywood Boulevard

 **ENVIRONMENTAL IMPACTS**

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

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

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

III. AIR QUALITY. Where available, the significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project:

a. Conflict with or obstruct implementation of the South Coast Air Quality Management District (SCAQMD) Plan 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 under an applicable federal or state ambient air quality standard?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

IV. BIOLOGICAL RESOURCES. Would the project:

a. Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, regulations by the California Department of Fish and Wildlife 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

V. CULTURAL RESOURCES: Would the project:

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

VI. GEOLOGY AND SOILS. Would the project:

a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving :				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? 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"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
IX. HYDROLOGY AND WATER QUALITY. Would the project result in:				
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in an manner which would result in flooding on- or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year flood plain structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

X. LAND USE AND PLANNING. Would the project:

a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with 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. Would the project:

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XII. NOISE. Would the project result in:

a. Exposure of persons to or generation of noise in level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XIII. POPULATION AND HOUSING. Would the project:

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

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

a. Fire protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Police protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 governmental services (including roads)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

XV. RECREATION.

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

XVI. TRANSPORTATION/TRAFFIC. Would the project:

a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable congestion management program including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in inadequate emergency access?	<input 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 AND SERVICE SYSTEMS. Would the project:

a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. Other utilities and service systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

PREPARED BY	TITLE	TELEPHONE #	DATE
Stephanie Eyestone-Jones Matrix Environmental 6701 Center Drive, Suite 900 Los Angeles, CA 90045	President	(424) 207-5333	November 2014

Attachment A

Project Description



Attachment A: Project Description

A. Introduction

7107 Leasing Delaware LLC, the Project Applicant, proposes to develop a mixed-use Project consisting of up to 410 multi-family residential units and approximately 10,000 square feet of community-serving commercial uses such as retail and restaurant uses (the Project) on an approximately 2.0-acre site in the Hollywood Community Plan area of the City of Los Angeles (the Project Site). The Project Site is located on the northwest corner of the Hollywood Boulevard and La Brea Avenue intersection. With approval of the requested C4-2 zone change permitting a floor area ratio (FAR) of up to 6:1, the Project Site would include approximately 466,420 square feet of floor area with a total FAR of 5.36:1. This new floor area would be located within three new buildings that would range from 6 to 26 stories with a maximum building height of approximately 275 feet. In addition, 940 parking spaces would be provided in four subterranean parking levels and up to three above-grade parking levels. Numerous outdoor areas, including private decks and courtyards, and an expansive public plaza at the corner of Hollywood Boulevard and La Brea Avenue would also be provided as part of the Project. An existing approximately 19,890-square-foot church and surface parking areas would be removed to provide for the proposed uses.

B. Project Location and Surrounding Uses

As shown in Figure A-1 on page A-2, the Project Site is located in the Hollywood Community Plan area of the City of Los Angeles, approximately 6 miles northwest of downtown Los Angeles and approximately 12 miles east of the Pacific Ocean. Primary regional access is provided by the Hollywood Freeway (US-101), which runs north-south approximately 2 miles to the east of the Project Site. Major arterials providing regional access to the Project Site vicinity include La Brea Avenue, Hollywood Boulevard, Highland Avenue, and Sunset Boulevard. The Project Site is well served by public transportation, with the Hollywood/Highland station of the Los Angeles County Metropolitan Transportation Authority (Metro) Red Line located 0.4 mile to the west and several bus lines located at stops directly in front of the Project Site.

As shown in the aerial photograph provided in Figure A-2 on page A-3, the Project Site is located in a highly urbanized area. The irregularly shaped Project Site is comprised

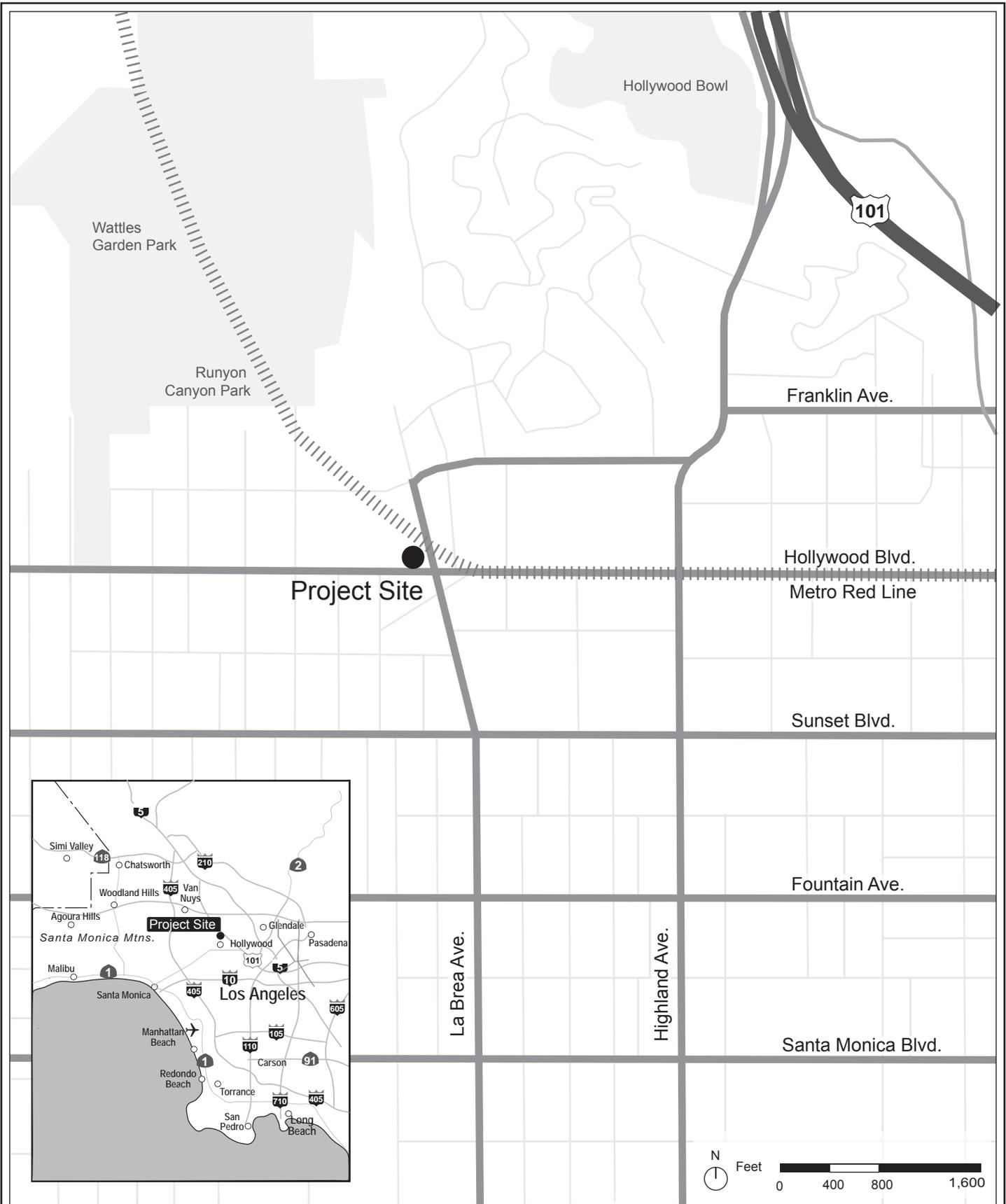


Figure A-1
Project Location Map

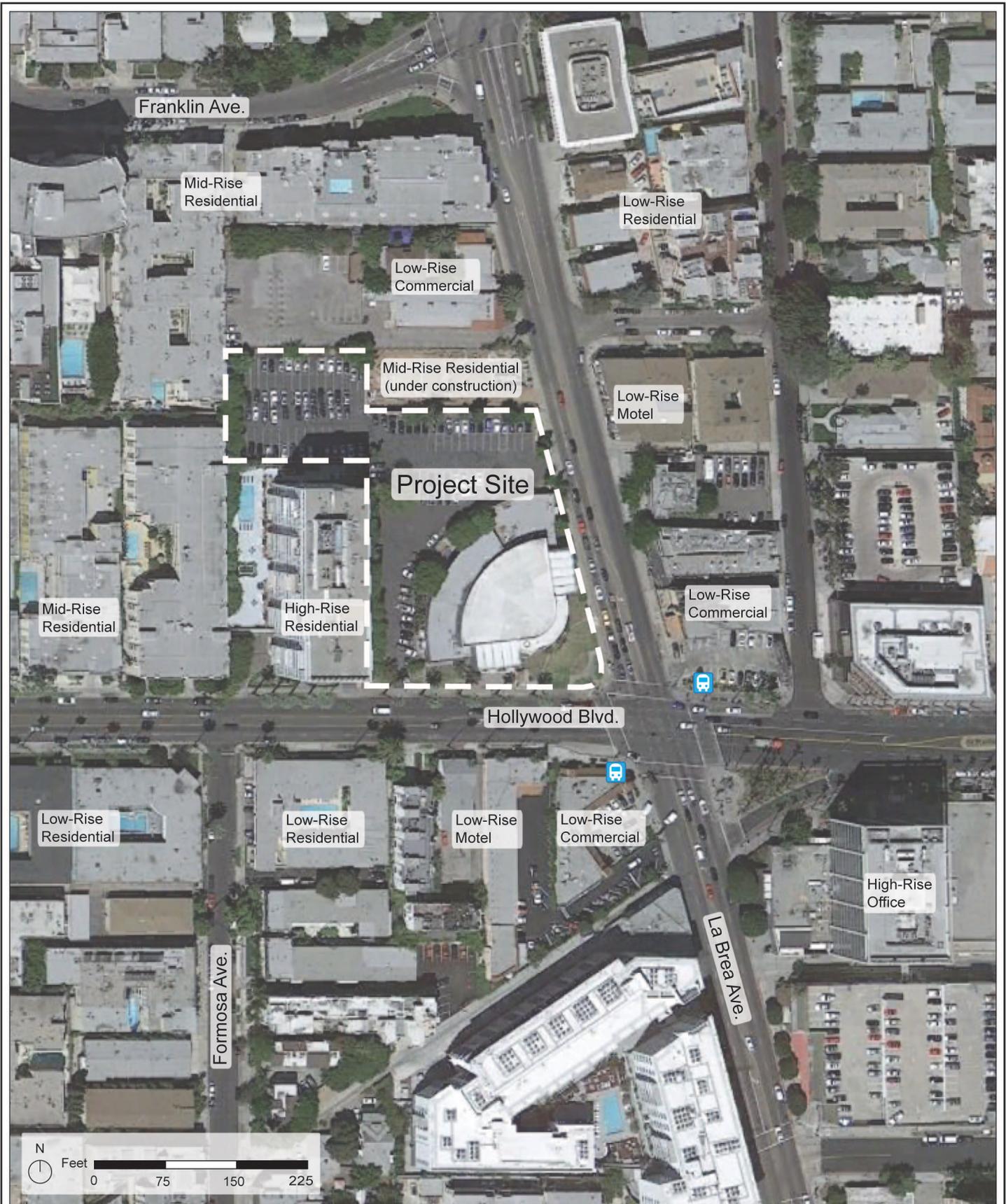


Figure A-2
Aerial Photograph of the Project Vicinity

of seven contiguous parcels. Surrounding uses include a lot with a 5-story condominium building under construction and surface parking area to the immediate north; the low-rise Woman's Club of Hollywood to the north of the lot under construction; low-rise motel, commercial, and residential uses to the south across Hollywood Boulevard; low-rise commercial and motel uses to the east across La Brea Avenue; and the Hollywood Versailles Tower, a 14-story, multi-family residential use, to the west. The Project vicinity also includes several high-rise buildings including the 285-foot-tall Renaissance Hollywood Hotel, an approximately 185-foot-tall residential building that fronts Franklin Avenue northwest of the Project Site, an approximately 155-foot-tall office building located across the intersection of La Brea Avenue and Hollywood Boulevard southeast of the Project Site, and an approximately 170-foot-tall office building located to the east at the corner of Hollywood Boulevard and Sycamore Avenue.

C. Existing Project Site Conditions

The Project Site slopes upwards by approximately 30 feet to the northwest and is currently developed with an approximately 19,890-square-foot, two-story church building. The Project Site also includes surface parking areas for approximately 131 parking spaces. Vehicular access to the surface parking lot is provided by driveways on Hollywood Boulevard and La Brea Avenue.

Landscaping within the Project Site includes ornamental landscaping and hardscape features. Street trees and trees within the Project Site consist of various non-native species that are not subject to the City of Los Angeles Protected Tree Relocation and Replacement Ordinance.¹

The latest phase of the Metro Red Line connecting the Hollywood/Highland station to the Universal City/Studio City station opened in 2000. One of the two tunnels of the Red Line is located at a depth of 90 feet below the surface of the most northeasterly corner of the Project Site. A permanent subsurface easement in favor of the Los Angeles County Metropolitan Transportation Authority was granted through a portion of the Project Site for the construction of the tunnels. This easement extends approximately 90 feet in a westerly direction and approximately 99 feet in a southerly direction from the most northerly portion of the Project Site fronting La Brea Avenue.

¹ *The City of Los Angeles Projected Tree Relocation and Replacement Ordinance protects Oak, Southern California Black Walnut, Western Sycamore, and California Bay tree species that are native to Southern California, and excludes trees grown by a nursery or trees planted or grown as part of a tree planting program.*

An existing site plan of the Project Site is provided in Figure A-3 on page A-6. In addition, photographs depicting existing site conditions are provided in Figure A-4 and Figure A-5 on pages A-7 and A-8.

1. Land Use and Zoning

The Project Site is located within the planning boundary of the Hollywood Community Plan (Community Plan), adopted in December 1988. A previous update to the Hollywood Community Plan, referred to as the Hollywood Community Plan Update, was adopted in June 2012.² However, the Community Plan Update, and the Environmental Impact Report certified for the new Community Plan, were subsequently challenged in court. The Superior Court issued a decision invalidating the Community Plan Update and the EIR. It is unclear at this time whether the City will appeal the Superior Court's decision. Subsequently, the 1988 Community Plan was reinstated.

The Community Plan Update did not result in any changes to the zoning or land use designations on the Project Site. Therefore, neither the Superior Court's decision nor the reinstatement of the 1988 Community Plan, affects the Project Site's land use designation or zoning. The Project Site continues to be designated for Medium Residential uses and zoned R3-1.

The Project Site's R3-1 (Multiple Dwelling, Height District No. 1) zone permits a wide array of residential land uses. Specifically, the R3 zone permits any land use permitted in the R2 (Two-Family) zone, in addition to other specified uses including (but not limited to) group dwellings, multiple dwellings, apartment houses, boarding houses, rooming houses, light housekeeping rooms, child care facilities for not more than 20 children, accessory uses and home occupations, accessory buildings, senior independent housing, and assisted living care housing. Height District 1 restricts building height to 45 feet in the R3 zone.

D. Project Characteristics

1. Project Overview

7107 Leasing Delaware LLC, the Project Applicant, proposes to develop a mixed-use Project consisting of up to 410 multi-family residential units and approximately

² *The Community Plan Update was adopted by the City Council on June 19, 2012, and the General Plan amendments were effective as of that date. The City Council also adopted Ordinance Number 182,173 to implement the zone and height district changes called for by the Community Plan Update. Ordinance Number 182,173 became effective on August 6, 2012.*



View 1: Looking northwest at the Project Site from the northeast corner of Hollywood Boulevard and La Brea Avenue



View 2: Looking west at the Project Site from the west side of La Brea Avenue



View 3: Looking east from the interior of the Project Site



View 4: Looking north from the interior of the Project Site

10,000 square feet of community-serving commercial uses within the 2.0-acre Project Site. As described in more detail below and shown in Table A-1 on page A-10, upon completion of the Project, the Project Site would include approximately 466,420 square feet of floor area within three new buildings referred to as the Tower Building, the Boulevard Building and the Courtyard Building. In addition, 940 parking spaces would be provided in four subterranean parking levels and within the lower levels of the new buildings. Numerous outdoor recreational areas including private decks and courtyards and an expansive public plaza at the corner of Hollywood Boulevard and La Brea Avenue would also be provided as part of the Project. Figure A-6 and Figure A-7 on pages A-11 and A-12 provide Conceptual Site Plans for the Project.

As shown in Figure A-6, the Tower Building would be located within the eastern portion of the site along La Brea Avenue. This configuration provides for the greatest separation of the Tower Building from the adjacent residential uses to the west. The building would contain up to 26 levels that would include parking and community-serving commercial uses within the lower levels with residential uses above. The commercial portion of this building would be a double-height space, set behind columns that would be designed to create a strong architectural statement at the corner of Hollywood Boulevard and La Brea Avenue. This building would be a maximum of 275 feet in height and would be similar in height to other high-rise buildings within the community. Residential amenities that would be incorporated into this building would include several lounges, a media room, a business center, a conference room, a gym, and roof decks. The Tower Building would be generally rectangular in shape and slender in nature with its most narrow measurement along its east/west dimension. This orientation is intended to maximize the view corridor from the street level and from neighboring buildings of the Hollywood Hills to the north.

Along Hollywood Boulevard, the Project would include the Boulevard Building that would provide parking and additional community-serving commercial uses within the lower levels with residential uses located above. The total amount of community-serving commercial uses in the Project would be approximately 10,000 square feet, with a portion located in the Tower Building and the balance in the Boulevard Building. This building would be approximately 90 feet in height. The Boulevard Building, with its street front commercial component, would be positioned near the Hollywood property line to encourage pedestrian activity and connectivity along Hollywood Boulevard. As shown in Figure A-6, the roof level would feature an expansive pool deck and swimming pool along with other residential amenities.

As shown in Figure A-6, the Courtyard Building would be located within the northwest portion of the Project Site. Due to the irregular shape of the Project Site, the Courtyard Building would be located farthest from the street and would be compatible in height and massing with adjacent off-site buildings. The building would include eight levels

Table A-1
Summary of Existing and Proposed Floor Area^a

Land Use	Existing (sf)	Proposed Demolition (sf)	Proposed Construction (sf)	Net New (sf)	Total with Project (sf)
Church Building	19,890	19,890	0	(19,890)	0
Proposed Residential uses and Amenities	0	0	456,420 (410 DU)	456,420 (410 DU)	456,420 (410 DU)
Proposed Community-Serving Commercial	0	0	10,000	10,000	10,000
Total	19,890	(19,890)	466,420	446,530	466,420

sf = square feet

DU = dwelling unit

^a *Except where otherwise noted, square footage is calculated pursuant to the Los Angeles Municipal Code (LAMC) definition of floor area for the purpose of calculating FAR. In accordance with LAMC Section 12.03, floor area is defined as: "[t]he area in square feet confined within the exterior walls of a building, but not including the area of the following: exterior walls, stairways, shafts, rooms housing building-operating equipment or machinery, parking areas with associated driveways and ramps, space for the landing and storage of helicopters, and basement storage areas."*

Source: GMPA Architects, 2014.

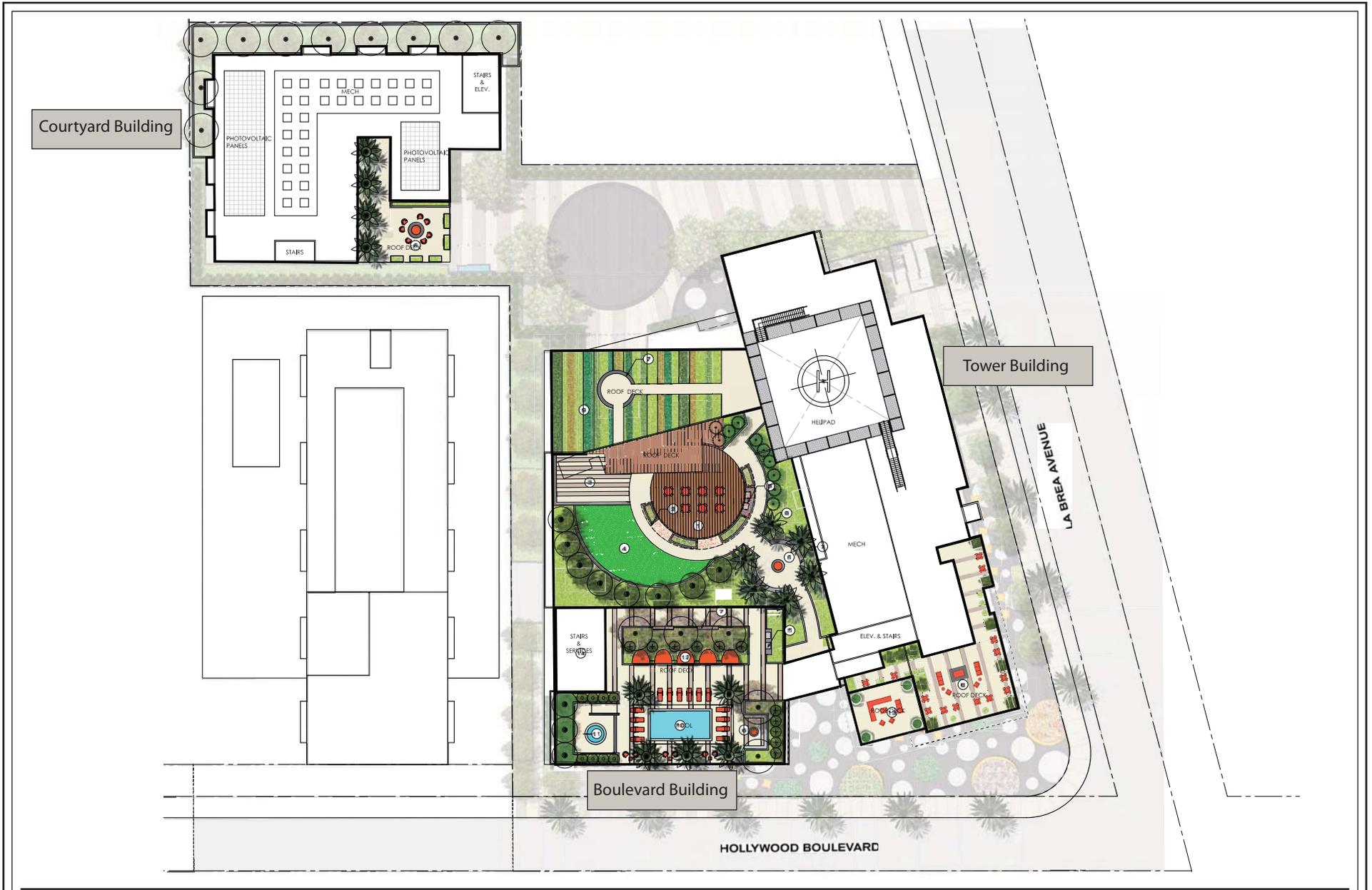
with parking within the lower levels and residential uses above. The building would be approximately 75 feet in height.

As shown in Figure A-8 on page A-13, the architectural design of the Project would be contemporary. Located on a predominant corner that marks a "gateway" to Hollywood, the exterior of the structure would include clear translucent glass and white panels with horizontal and vertical elements that would break up the massing.

As described in more detail below, the three primary buildings would be integrated via parking, plazas, decks, landscaping and pedestrian pathways. Four levels of subterranean parking would be located below these buildings.

As part of the Project, the existing church building would be removed. Thus, as shown in Table A-1, the Project would result in a net increase of 446,530 square feet of floor area. Upon completion of the Project, the floor area ratio for the Project Site would be 5.36:1.





Tower Building

Courtyard Building

Boulevard Building

Figure A-7
Conceptual Site Plan - Plan View



Source: GMPA Architects, 2014.



Figure A-8
Conceptual Rendering of Project

2. Access, Circulation, and Parking

The Project would provide a total of 940 parking spaces that would be provided within four subterranean levels as well as within the lower levels of the Tower, Boulevard and Courtyard Buildings. Of these spaces, approximately 675 would be provided for the residential tenants, approximately 40 would be provided for the on-site neighborhood-serving commercial uses, and the remaining approximately 235 would be provided for other off-site commercial uses. As shown in Figure A-6 on page A-11, access to the parking levels designated for commercial use would be provided via an entrance off of Hollywood Boulevard. A circular driveway with landscaped courtyard and lobby drop off area, leading to the residential parking area, would be located off La Brea Avenue. The loading and unloading of larger vehicles and trucks would be provided via the driveway from Hollywood Boulevard. Access to the public commercial parking areas and residential parking areas would be separated for safety and convenience.

As part of the Project, approximately 461 short- and long-term bicycle parking spaces would be provided in accordance with LAMC requirements. In addition, pedestrian access within and around the Project Site would be enhanced via new expansive plazas and new landscaping within the Project Site and along Hollywood Boulevard and La Brea Avenue. Specifically along La Brea Avenue, due to the change in elevation, a series of landscaped steps would follow the slope of the Project Site from the residential lobby down to the corner of Hollywood Boulevard.

3. Landscaping and Open Space

The Project would provide a variety of open space and recreational amenities. Private open space and recreational amenities available to Project residents and guests would include an outdoor pool, numerous roof decks (including a rooftop garden), an outdoor fire lounge, a barbeque area with vine trellis, a gym, a conference center, a media room, a business center, a lobby, several lounges, and private balconies. To enhance the streetscape, a public plaza with extensive landscaping would be featured at the key corner of Hollywood Boulevard and La Brea Avenue. This public plaza is intended to create a strong focal point enhanced with an art bench, graphic concrete paving, assorted gathering spaces, generous plantings, and a public art component. The plaza responds to the gazebo located across the street referred to as "The Four Ladies of Hollywood." Palm trees, symbolic of Hollywood, would be planted along perimeter of Hollywood Boulevard and La Brea Avenue. Along the edges of the Project Site, appropriate and contextual landscaping would be utilized to create green visual buffer zones from the neighboring building, thereby enhancing privacy. In total, approximately 44,650 square feet of open space would be provided in accordance with LAMC requirements in addition to the 9,300 square foot public plaza.

4. Lighting and Signage

Project lighting would include low-level exterior lights adjacent to buildings and along pathways for aesthetic, security and wayfinding purposes. No off-premises billboard advertising is proposed as part of the Project. All lighting will comply with current energy standards and codes while providing appropriate light levels for accent signage, architectural features, and landscaping elements. Project lighting would provide for efficient, effective and aesthetically pleasing lighting solutions, which would minimize light trespass from the proposed buildings and overall Project Site, and minimize sky-glow to increase night sky access. Specifically, all on-site exterior lighting would be automatically controlled via occupancy and photo sensors and/or timers to illuminate only when required. Where appropriate, interior lighting would be equipped with occupancy sensors and/or timers that would automatically extinguish lights when no one is present. All light sources would be shielded and/or directed toward areas to be illuminated thereby minimizing spill-over onto nearby residential areas.

All exterior and interior lighting shall meet high energy efficiency requirements utilizing light emitting diode (LED) or efficient fluorescent lighting technology. Light trespass from interior spaces would be limited by blinds and drapery. New street and pedestrian lighting within the public right-of-way would comply with applicable City regulations and would be approved by the Bureau of Street Lighting in order to maintain appropriate and safe lighting levels on both sidewalks and roadways while minimizing light and glare on adjacent properties.

The Project includes a signage program designed to be aesthetically compatible with the proposed architecture of the Project Site and to contextualize lighting designs with other signage in the surrounding neighborhood. Proposed signage would include general street level tenant/site identification, visitor directional signage, minimal off-site signage and temporary construction signage, as permitted per the LAMC, Ordinance No. 179416. All on-site signage would be well within the permitted area defined in the LAMC per each sign type and the combined area of all signs would not exceed four square feet per linear foot of street frontage, which thereby allows for approximately 2,365 square feet of exterior signage.

5. Sustainability Features

The Project incorporates the principles of the New Urbanism, smart growth and environmental sustainability, as evidenced in its mixed-use nature, the Project Site's location within Hollywood's commercial and entertainment district, proximity to transit and walkable streets, and the presence of existing infrastructure needed to service the proposed uses. The Project Site is specifically located four blocks west of and within seven

minutes walking distance to the Los Angeles Metro Hollywood/Highland rail station of the Red Line and within walking distance to numerous bus lines. The Project Site exhibits a relatively high WalkScore[®] of 86% or “Very Walkable” resulting from its proximity to shopping, transit, dining, employment and entertainment. The Project is a prime candidate to meet the U.S. Green Building Council’s (USGBC) Leadership in Energy Efficiency and Design (LEED) standards for certification of environmentally sustainable buildings. The Project would incorporate LEED[®] features achieving Silver certification under the 2009 USGBC’s LEED-NC[®] Rating System. In addition, the Project would work towards the goal of achieving LEED[®] Gold certification.

To achieve LEED[®] Silver certification and promote environmental sustainability, the Project would accomplish the following:

a. Energy Conservation & Efficiency

- Exceed Title 24, Part 6, California Energy Code baseline standard requirements for energy efficiency, based on the 2008 Energy Efficiency Standards requirements, by at least 15 percent.
- Include energy efficient design methods and technologies such as centralized chiller plant with rooftop ventilation, high performance window glazing, passive design and façade shading devices such as brise-soleil, high efficiency domestic water heaters, and enhanced insulation to minimize solar heat gain.
- Apply energy-saving technologies and components to reduce the Project’s electrical use-profile. Examples of these components include light emitting diode (LED) and other efficient lighting technology, energy saving lighting control systems such as light- and motion-detection controls (where applicable), and energy efficient heating, ventilation and cooling equipment.
- Utilize full-cutoff or fully shielded on-street lighting oriented to pedestrian areas/sidewalks so as to follow dark sky standards and to minimize light trespass and glare.
- Consider use of on-site power and thermal energy generation technologies, including solar photovoltaic systems, solar thermal systems, and combined heat and power (CHP) or cogeneration systems. CHP may be a prime candidate for on-site power and thermal energy generation due to the demand for domestic hot water by residents and at pool facilities.
- Incorporate use of energy-saving variable frequency drive technology on domestic water pumps or ventilation fans, if applicable and necessary.

- Complete post-construction commissioning of building energy systems. Building system retrocommissioning shall be performed on an ongoing basis at intervals of roughly five years to ensure all systems are running at optimal efficiency.
- Apply white, green or blue roof standards to all roof, decking and paving surfaces to increase albedo (site sun reflectivity) in order to reduce the site's contribution to urban heat island, filter and store rain water, and to provide for additional insulation at the roof.
- Incorporate ENERGY STAR-rated products and appliances where appropriate.

b. Water Conservation

- Install high-efficiency toilets (maximum 1.28 gallons per flush), including dual-flush water closets, and no-flush or waterless urinals in all non-residential restrooms where appropriate.
- Include non-residential restroom faucets with a maximum flow rate of 0.5 gallon per minute and non-residential kitchen faucets (except restaurant kitchens) with a maximum flow rate of 1.5 gallons per minute. Restaurant kitchen faucets would have pre-rinse self-closing spray heads with a maximum flow rate of 1.6 gallons per minute.
- Incorporate non-residential restroom faucets of a self-closing design (automatically turn off when not in use).
- Incorporate residential bathroom and kitchen faucets with a maximum flow rate of 1.5 gallons per minute. No more than one showerhead per shower stall, with a flow rate no greater than 2 gallons per minute.
- Install high-efficiency clothes washers either within individual units (with water factor of 6.0 or less) and/or in common laundry rooms (commercial washers with water factor of 7.5 or less).
- Consider individual metering and billing for water use of all residential uses and exploration of metering for commercial spaces.
- Include a leak detection system for any domestic water systems, swimming pool, Jacuzzi, or other comparable spa equipment installed on-site.
- Prohibit the use of single-pass cooling equipment.
- Install cooling tower conductivity controllers or cooling tower pH conductivity controllers.

- Operate cooling towers at a minimum of 5.5 cycles of concentration in accordance with City ordinance requirements.
- Consider cooling tower automatic water treatment to minimize cooling tower blowdown and water waste.
- Consider use of a demand (instantaneous) water heater system sufficient to serve the anticipated needs of the dwellings.
- Install high-efficiency ENERGY STAR–rated dishwashers and washing machines where appropriate.
- Encourage the use of greywater and/or blackwater systems within individual buildings/developments.
- Incorporate weather-based irrigation controllers with rain shutoff, matched precipitation (flow) rates for sprinkler heads, and rotating sprinkler nozzles or comparable technology such as drip/microspray/subsurface irrigation where appropriate.
- Include minimum irrigation system distribution uniformity of 75 percent.
- Install a separate water meter (or submeter), flow sensor, and master valve shutoff for irrigated landscape areas totaling 5,000 square feet and greater.
- Incorporate proper hydro-zoning, turf minimization, xeriscaping, and use of native/drought-tolerant plant materials, as feasible or appropriate. Specifically, 100 percent of all landscaping would consist of drought-tolerant plants and at least 50 percent would consist of native species.
- Use landscape contouring/bioswales, rain gardens, cisterns, and tree pits to minimize precipitation runoff.
- Consider use of green or blue roof elements to filter and store roof runoff during storm events.

c. Water Quality Considerations

- Install an infiltration trench.
- Install catch basin inserts and screens to provide runoff contaminant removal.
- Implement Best Management Practices (BMPs) to control stormwater runoff, minimize pollutant loading and erosion effects during and after construction.

d. Construction and Design Elements

- Encourage the use of Partnership for Advancing Technology in Housing (PATH) construction methods, materials, and mechanical equipment where applicable.

e. Solid Waste

- At least 75 percent of construction and demolition debris from Project construction would be diverted from landfills.
- Provide on-site recycling containers to promote the recycling of paper, metal, glass, and other recyclable materials and adequate storage areas for such containers during construction and after the building is occupied.
- Use of building materials with 10 percent recycled-content for the construction of the Project.³

f. Transportation

- Prepare and implement a Transportation Demand Management (TDM) Plan that would promote the use of alternative transportation, such as mass-transit, ride-sharing, bicycling, and walking to reduce automobile trips and and/or overall vehicle miles traveled generated by the Project.
- Provide on-site bicycle storage for residents, visitors and employees.
- Promote or allow installation of bike share facilities at the Project Site should a bike share program become available in Los Angeles.
- Allocate preferred parking for alternative-fuel vehicles, low-emitting, and fuel-efficient and ride-sharing vehicles.
- Provide electric vehicle charging stations in accordance with LAMC requirements (i.e., provide electric vehicle supply wiring equal to 5 percent of the total number of parking spaces).

g. Air Quality

- Employ practices that prohibit the use of chlorofluorocarbons (CFCs) in HVAC systems.

³ This LEED 4.1 credit requires the use of building materials with recycled content such that the sum of post-consumer recycled content plus one-half of the pre-consumer recycled content constitutes at least 10 percent of the total value of the total building materials in the Project.

- Meet applicable California and/or Los Angeles air emissions requirements for all heating or cogeneration equipment utilized at the Project Site.
- Use adhesives, sealants, paints, finishes, carpet, and other materials that emit low quantities of volatile organic compounds (VOCs) and/or other air quality pollutants.

h. Noise Management

- All outdoor mounted mechanical and electrical equipment for the Project would be designed to meet the noise requirements of LAMC, Chapter XI, Section 112.02. In addition, all outdoor loading dock and trash/recycling areas would be fully or partially enclosed such that the line-of-sight between these noise sources (loading dock service area) and any adjacent noise sensitive land use would be obstructed. Landscaping and architectural elements shall be utilized to divert sound away from neighboring properties and resident spaces.

E. Project Construction and Scheduling

Project construction is anticipated to occur over approximately 24 months and is anticipated to be completed in 2018. Construction of the Project would commence with removal of the existing church structure and the existing surface parking areas, followed by grading and excavation for the subterranean parking garage. Building foundations would then be laid, followed by building construction, paving/concrete installation, and landscape installation. It is estimated that approximately 165,000 cubic yards (cy) of export material (e.g., concrete and asphalt surfaces) and soil would be hauled from the Project Site during the demolition and excavation phase. The haul route from the Project Site is anticipated to be via one of the following routes:

- Left-turn onto Hollywood Boulevard traveling eastbound to either Highland Avenue to access US-101 ramps or continuing straight on Hollywood Boulevard to access the US-101 ramps, and continuing to the Chiquita Canyon Landfill via State Route 170 (SR-170), Interstate 5 (I-5), Newhall Ranch Road, and Henry Mayo Drive;
- Right-turn onto La Brea Avenue traveling southbound to Hollywood Boulevard, eastbound on Hollywood Boulevard to access US-101 ramps, and continuing to the Chiquita Canyon Landfill via SR-170, I-5, Newhall Ranch Road, and Henry Mayo Drive;
- Left-turn onto La Brea Avenue traveling northbound to Franklin Avenue, eastbound to Highland Avenue to access US-101 ramps, and continuing to the Chiquita Canyon Landfill via SR-170, I-5, Newhall Ranch Road, and Henry Mayo Drive; or

- Right-turn onto La Brea Avenue traveling southbound to Sunset Boulevard, eastbound on Sunset Boulevard to access US-101 southbound ramp, and continuing to the Chiquita Canyon Landfill via I-5, Newhall Ranch Road, and Henry Mayo Drive.

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

F. Necessary Approvals

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

- General Plan Amendment from “Medium Residential” to “Regional Center Commercial”;
- Amendment to the Hollywood Community Plan Land Use Map Footnote #9 to permit re-designation of the Site to “Regional Center Commercial” although it is outside the boundary of the Hollywood Redevelopment Project area;
- Zone Change from R3-1 to C4-2;
- Site Plan Review;
- Vesting Subdivision Map;
- Haul Route Approval;
- Conditional Use Permit for Off-site and On-site Alcohol; and
- Other discretionary and ministerial permits and approvals that may be deemed necessary, including but not limited to temporary street closure permits, grading permits, excavation permits, foundation permits, and building permits.

Attachment B: Explanation of Checklist Determinations

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

I. Aesthetics

Would the project:

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

Potentially Significant Impact. A scenic vista is a view of a valued visual resource. The Project would develop three new buildings that would range from 6 to 26 levels on a site that is currently developed with a 2-story church and surface parking areas. The proposed structures could be visible within scenic vistas of valued visual resources, such as the Hollywood Hills to the north of the Project Site, that are available from locations within the Project Site vicinity. Therefore, the EIR will provide further analysis of the Project’s potential impacts to scenic vistas.

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?

Potentially Significant Impact. The Project Site is not located in proximity to a City-designated scenic highway. Nonetheless, the Project could result in impacts to the views of any historic buildings located near the Project Site. Therefore, the EIR will provide

further analysis of the Project's potential impacts to scenic resources or other locally recognized desirable aesthetic natural feature.

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

Potentially Significant Impact. The Project would change the visual character of the Project Site and its surroundings by developing three new buildings that would range from 6 to 26 levels on a site that is currently developed with a low-rise church and surface parking areas. Therefore, the EIR will provide further analysis of the Project's potential impacts to visual character and quality.

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

Potentially Significant Impact. The Project Site currently generates moderate levels of artificial light and glare typical of urbanized areas. Light sources include low-level security lighting, vehicle headlights, interior lighting emanating from the church, and architectural lighting. Glare sources include glass and metal vehicle and building surfaces. The Project would introduce new sources of light and glare that are typically associated with residential buildings and buildings comprised of community-serving retail and restaurant uses, including architectural lighting, signage lighting, interior lighting, security and wayfinding lighting. Furthermore, the Project would include three new structures that would include up to 26 levels, which would introduce nighttime lighting and have the potential to shade adjacent land uses. Therefore, the EIR will provide further analysis of the Project's potential impacts regarding light, glare, and shading.

II. Agricultural and Forest Resources

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

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

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

No Impact. The Project Site is located in an urbanized area of the City of Los Angeles and is currently developed with a church and surface parking areas. No agricultural uses or operations occur on-site or in the vicinity of the Project Site. In addition, the Project Site and surrounding area are not mapped as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency Department of Conservation. As such, the Project would not convert farmland to a non-agricultural use. No impacts would occur and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

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

No Impact. The Project Site is not zoned for agricultural use under the Los Angeles Municipal Code (LAMC). Furthermore, no agricultural zoning is present in the surrounding area. The Project Site and surrounding area are also not enrolled under a Williamson Act Contract.¹ Therefore, the Project would not conflict with any zoning for agricultural uses or a Williamson Act Contract. No impacts would occur and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

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

No Impact. The Project Site is located in an urbanized area and does not include any forest or timberland. In addition, the Project Site is currently zoned for residential land uses, is not zoned for forest land, and is not used as forest land. Therefore, the Project would not conflict with existing zoning for, or cause rezoning of, forest land or timberland as defined by the Public Resources Code. No impacts would occur and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

¹ City of Los Angeles Department of City Planning, *Zone Information and Map Access System (ZIMAS), Parcel Profile Report*, <http://zimas.lacity.org/>, accessed December 4, 2013.

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

No Impact. As discussed above, the Project Site is located in an urbanized area, and does not include any forest or timberland. Therefore, the Project would not result in the loss or conversion of forest land. No impacts would occur and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

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

No Impact. The Project Site is located in an urbanized area of the City of Los Angeles and is currently developed with a church and surface parking areas. The Project Site and surrounding area are not mapped as farmland, are not zoned for farmland or agricultural use, and do not contain any agricultural uses. As such, the Project would not result in the conversion of farmland to non-agricultural use. No impacts would occur and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

III. Air Quality

Where available and applicable, the significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project:

a. Conflict with or obstruct implementation of the South Coast Air Quality Management District (SCAQMD) Plan or Congestion Management Plan?

Potentially Significant Impact. The Project Site is located within the 6,700-square-mile South Coast Air Basin (Basin). Within the Basin, the South Coast Air Quality Management District (SCAQMD) is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the Basin is in non-attainment (i.e., ozone, particulate matter less than 2.5 microns in size [PM_{2.5}], and lead²). The SCAQMD's 2012 Air Quality Management Plan (AQMP) contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. These strategies are developed, in part, based on regional population, housing, and employment projections prepared by the Southern California Association of Governments (SCAG). SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial Counties, and addresses regional issues relating to

² *Partial Nonattainment designation for the Los Angeles County portion of the Basin only.*

transportation, the economy, community development and the environment.³ With regard to future growth, SCAG has prepared the 2012 Regional Transportation Plan (RTP), which provides population, housing, and employment projections for cities under its jurisdiction. The growth projections in the 2012 RTP are based on growth projections in local General Plans for jurisdictions in SCAG's planning area. The 2012 RTP growth projections are utilized in the preparation of the air quality forecasts and consistency analysis included in the SCAQMD's 2012 AQMP.

Construction and operation of the Project may result in an increase in stationary and mobile source air emissions. As a result, Project development could have a potential adverse effect on the SCAQMD's implementation of the AQMP. Therefore, the EIR will provide further analysis of the Project's consistency with the SCAQMD's AQMP.

With regard to the Project's consistency with the Congestion Management Program (CMP) administered by the Metropolitan Transportation Authority (Metro), see Checklist Question XVI.b, Transportation/Circulation, below.

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

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

c. Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment under an applicable federal or state ambient air quality standard?

Potentially Significant Impact. As discussed above, Project construction and operation would emit air pollutants in the Basin, which is currently in non-attainment of federal and State air quality standards for ozone, PM₁₀, PM_{2.5}, and lead. Therefore, implementation of the Project could potentially contribute to air quality impacts, which could

³ SCAG serves as the federally designated metropolitan planning organization (MPO) for the Southern California region.

cause a cumulative impact when combined with other existing and future emission sources in the Project area. Therefore, the EIR will provide further analysis of cumulative air pollutant emissions associated with the Project.

d. Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. As discussed above, the Project would result in increased air pollutant emissions from the Project Site during construction (short-term) and operation (long-term). Sensitive receptors located in the vicinity of the Project Site include residential uses and educational facilities. Therefore, the EIR will provide further analysis of the Project's potential to result in substantial adverse impacts to sensitive receptors.

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

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

According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The Project would not involve these types of uses. On-site trash receptacles used by the Project would have the potential to create odors. However, as trash receptacles would be contained, located, and maintained in a manner that promotes odor control, no substantially adverse odor impacts are anticipated. Impacts would be less than significant and no mitigation measures would be required. No further analysis of this topic in an EIR is required.

IV. Biological Resources

Would the project:

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

Less Than Significant Impact. The Project Site is located in an urbanized area and is developed with a church and surface parking areas. While the Project Site includes some ornamental trees and landscaping, the majority of the Project Site consists of paved and developed surfaces. Due to the developed nature of the Project Site and the surrounding residential, commercial, and entertainment-related uses, species likely to occur on-site are limited to small terrestrial and avian species typically found in developed settings. Thus, the Project would not have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Impacts would be less than significant and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

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

No Impact. The Project Site is located in an urbanized area and is developed with a church and surface parking areas. No riparian or other sensitive natural community exists on the Project Site or in the surrounding area. Thus, the Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community. No impacts would occur and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

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

No Impact. The Project Site is located in an urbanized area and is developed with a church and surface parking areas. No water bodies or federally protected wetlands as defined by Section 404 of the Clean Water Act exist on the Project Site or in the vicinity. As such, the Project would not have an adverse effect on federally protected wetlands. No impacts would occur and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

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

Less Than Significant Impact. The Project Site is located in an urbanized area and is developed with a church and surface parking areas. There are no established native resident or migratory wildlife corridors on the Project Site or in the vicinity. Accordingly, development of the Project would not significantly impact any regional wildlife corridors or native wildlife nursery sites. Furthermore, no water bodies that could serve as habitat for fish exist on the Project Site or in the vicinity.

The Project Site includes approximately 56 ornamental trees that range in size from a 4-inch diameter at breast height (DBH) to approximately 48-inch DBH. All of these on-site trees may be removed with implementation of the Project. However, it is possible that the on-site trees located adjacent to the Hollywood Versailles Tower at 7135 Hollywood Boulevard, the west of the Project Site, although not considered protected species, may be saved and stored on-site during Project construction. In addition, five California Fan Palm trees front the Project Site to the south along Hollywood Boulevard. While the Project does not propose to remove these street trees, due to the proximity of the Project's construction activities, construction activities may affect the street trees such that they would require removal. If the street trees require removal, the Project would replace the removed street trees in accordance with the requirements of the City of Los Angeles Urban Forestry Division. The existing on-site trees and adjacent street trees could potentially provide nesting sites for migratory birds. Thus, the Project would be required to comply with the Migratory Bird Treaty Act (MBTA), which regulates vegetation removal during the nesting season to ensure that significant impacts to migratory birds would not occur. With compliance with this existing regulatory requirement, impacts would be less than significant. No further evaluation of this topic in an EIR is required.

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

Less Than Significant Impact. The City of Los Angeles Protected Tree Ordinance (Chapter IV, Article 6 of the LAMC) regulates the relocation or removal of all Southern California native oak trees (excluding scrub oak), California black walnut trees, Western sycamore trees, and California Bay trees of at least four inches in diameter at breast height. These tree species are defined as "protected" by the City of Los Angeles. Native trees that have been planted as part of a tree planting program are exempt from this Ordinance and are not considered protected. The Ordinance prohibits, without a permit, the removal of any regulated protected tree, including "acts which inflict damage upon root systems or other parts of the tree..." and requires that all regulated protected trees that are removed be replaced on at least a two-to-one basis with trees that are of a protected variety. The City also requires that a report be prepared by a tree expert discussing the subject tree(s), their preservation, effects of the proposed construction, and mitigation measures pursuant to the removal or replacement thereof.

As previously discussed, the Project Site includes approximately 56 ornamental trees, all of which may be removed with implementation of the Project. However, it is possible that the on-site trees located adjacent to the Hollywood Versailles Tower to the west of the Project Site, although not considered a protected species, may be saved and stored on-site during Project construction. These trees consist of 16 different species ranging in size from 4-inch DBH to approximately 48-inch DBH. None of the trees are of a species that is protected under the City of Los Angeles Protected Tree Ordinance. In addition, five California Fan Palm trees front the Project Site to the south along Hollywood Boulevard. While the Project does not propose to remove these street trees, due to the proximity of the Project's construction activities, construction activities may affect the street trees such that they would require removal. If the street trees require removal, the Project would replace the removed street trees in accordance with the requirements of the City of Los Angeles Urban Forestry Division. Therefore, impacts would be less than significant and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

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

No Impact. The Project Site is located in an urbanized area and is developed with a church and surface parking areas with limited ornamental landscaping. As such, the Project Site does not support any habitat or natural community. Accordingly, no Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plans apply to the Project Site. Thus, the Project would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other related plans. No impacts would occur and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

V. Cultural Resources

Would the project:

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

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

object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register. The California Register automatically includes all properties listed in the National Register of Historic Places (National Register) and those formally determined to be eligible for listing in the National Register. The local register of historical resources is managed by the Los Angeles Historic Resources Office, which operates SurveyLA, a comprehensive program to identify significant historic resources throughout the City. The SurveyLA for the Hollywood community has not been published.

The Project Site is developed with a church that was originally constructed in 1959 and surface parking areas. Given the age of the church, the church could be considered an historic resource. Therefore, further evaluation of this topic will be included in the EIR.

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

Less Than Significant Impact With Mitigation Incorporated. Section 15064.5(a)(3)(D) of the CEQA Guidelines generally defines archaeological resources as any resource that "has yielded, or may be likely to yield, information important in prehistory or history." Archaeological resources are features, such as tools, utensils, carvings, fabric, building foundations, etc., that document evidence of past human endeavors and that may be historically or culturally important to a significant earlier community. The Project Site is located within an urbanized area of the City of Los Angeles and has been subject to grading and development in the past. Thus, surficial archaeological resources that may have existed at one time have likely been previously disturbed. Furthermore, the records search conducted for the Project Site by the South Central Coastal Information Center (SCCIC) (see Appendix IS-1 of this Initial Study) indicates that there two archaeological sites have been recorded within a 0.5 mile radius of the Project Site. No known archaeological sites or isolates are located on-site. However, grading for the subterranean parking garage would consist of excavation of between 44 and 68 feet below the existing ground surface. As such, the following mitigation measures are recommended to ensure that the Project's potential impact on any previously undiscovered archaeological resources is addressed:

Mitigation Measure Cultural-1: If any archaeological materials are encountered during the course of the Project development, work in the area shall cease and deposits shall be treated in accordance with federal,

State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. As part of this effort, the services of an archaeologist meeting the Secretary of the Interior Professional Qualification Standards for Archaeology shall be secured by contacting the California Historical Resources Information System South Central Coastal Information Center (CHRIS-SCCIC) at Cal State University Fullerton, or a member of the Register of Professional Archaeologists (RPA) to assess the resources and evaluate the impact. In addition, if it is determined that an archaeological site is a historical resource, the provisions of Section 21084.1 of the Public Resources Code and CEQA Guidelines Section 15064.5 would be implemented.

Mitigation Measure Cultural-2: If any archaeological materials are encountered during the course of the Project development, a report on the archaeological findings shall be prepared by a qualified archaeologist. A copy of the report shall be submitted to the CHRIS-SCCIC.

Mitigation Measure Cultural-3: If any archaeological materials are encountered during the course of the Project development, recovered archaeological materials shall be curated at an appropriate accredited curation facility. If the materials are prehistoric in nature, affiliated Native American groups (identified by the Native American Heritage Commission) may be consulted regarding selection of the curation facility.

With compliance with existing regulatory requirements and implementation of the mitigation measures identified above, Project activities would not disturb, damage, or degrade potential unique archaeological resources or archaeological sites. Thus, Project impacts on any previously undiscovered archaeological resources would be less than significant. No further evaluation of this topic in an EIR is required.

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

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

Based on the records search conducted by the Natural History Museum and included as part of Appendix IS-1, there are no fossil localities that lie directly within the boundaries of the Project Site. The records search does indicate that within the greater Project vicinity, there are fossil localities at depth in the same sediments as the Project Site. The closest identified localities in proximity to the Project Site are LACM 6297-6300, collected from at depths between 47 and 80 feet below the surface area. These localities are located along Hollywood Boulevard between the US-101 and Western Avenue. Additional localities include LACM 3371 near the intersection of Sierra Bonita Avenue and Oakwood Avenue, LACM 5845 located along Western Avenue just south of Beverly Boulevard, and LACM 3250 located north of the US-101 and just east of Vermont Avenue. While the Project Site has been subject to grading and development in the past, grading for the subterranean parking garage would consist of excavation at depths between 44 and 68 feet below the existing ground surface. Thus, the possibility exists that paleontological artifacts that were not recovered during prior construction or other human activity, may be present. Therefore, the following mitigation measure is recommended to ensure that the Project's potential impact on paleontological resources is addressed:

Mitigation Measure Cultural-4: A qualified paleontologist shall be retained to perform periodic inspections of excavation and grading activities of the Project Site. The frequency of inspections shall be based on consultation with the paleontologist and shall depend on the rate of excavation and grading activities, the materials being excavated, and if found, the abundance and type of fossils encountered. If paleontological materials are encountered, the paleontologist shall be allowed to temporarily divert or redirect grading and excavation activities in the area of the exposed material to facilitate evaluation and, if necessary, salvage. The paleontologist shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact. The Applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report, and a copy of the paleontological survey, study or report shall be submitted to the Los Angeles County Natural History Museum. Ground-disturbing activities may resume once the paleontologist's recommendations have been implemented to the satisfaction of the paleontologist.

With compliance with regulatory requirements, City guidelines for the protection of paleontological resources, and with implementation of the above mitigation measure, Project impacts on any previously undiscovered paleontological resources would be less than significant. No further analysis of this topic in an EIR is required.

The Project Site does not include any known unique geologic features. In addition, no unique geologic features are anticipated to be encountered during Project construction.

Therefore, the Project would not directly or indirectly destroy a unique geologic feature. Impacts associated with unique geologic features would be less than significant and no mitigation measures would be necessary. No further analysis of this topic in an EIR is required.

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

Less Than Significant Impact With Mitigation Incorporated. Although no human remains are known to have been found on the Project Site, there is the possibility that unknown resources could be encountered during Project construction, particularly during ground-disturbing activities such as excavation and grading. While the uncovering of human remains is not anticipated, the following mitigation measure is recommended to ensure that the Project's potential impact on any previously undiscovered human remains is addressed:

Mitigation Measure Cultural-5: As required by State law (e.g., Public Resources Code Section 5097.98, State Health and Safety Code Section 7050.5, and California Code of Regulations Section 15064.5(e)), if human remains are discovered at the Project Site during construction, work at the specific construction site at which the remains have been uncovered shall be suspended, and the City of Los Angeles Public Works Department and County coroner shall be immediately notified. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission shall be notified within 24 hours, and the guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of the remains.

Thus, with compliance with regulatory requirements, and with implementation of the above mitigation measure, Project impacts to unknown human remains would be less than significant. No further analysis of this topic in an EIR is required.

VI. Geology and Soils

Would the project:

- a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:**
 - i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist**

**for the area or based on other substantial evidence of a known fault?
Refer to Division of Mines and Geology Special Publication 42.**

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

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

The Project Site is not within a currently established Alquist-Priolo Earthquake Fault Zone for surface fault rupture hazards.⁴ In addition, the Project Site is not located within a City-designated Fault Rupture Study Area.⁵ Nonetheless, given the proximity of the Hollywood Fault, further analysis of this issue will be provided in the EIR.

ii. Strong seismic ground shaking?

Potentially Significant Impact. The Project Site is located in the seismically active Southern California region and could be subjected to moderate to strong ground shaking in the event of an earthquake on one of the many active Southern California faults. The Project would increase the amount of development onsite, thereby increasing the number

⁴ California Geological Survey. *Earthquake Zones of Required Investigation, Hollywood Quadrangle*, released November 6, 2014. Website: http://gmw.consrv.ca.gov/SHMP/download/quad/HOLLYWOOD/maps/Hollywood_EZRIM/Hollywood_EZRIM.pdf, accessed November 12, 2014.

⁵ Los Angeles General Plan Safety Element, Exhibit A, *Alquist-Priolo Special Study Zones & Fault Rupture Study Areas*, page 47 (November 1996).

of residents, employees, and visitors on-site. Therefore, additional people and structures would be exposed to potential adverse effects from ground shaking than under existing conditions. Although Project development must comply with the most current Los Angeles Building Code regulations, which specify structural requirements for different types of buildings in a seismically active area, further analysis of the potential for strong seismic ground shaking will be provided in the EIR.

iii. Seismic-related ground failure, including liquefaction?

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

The Seismic Hazards Maps of the State of California identifies approximately 30 percent of the northwest portion of the Project Site as part of a potentially liquefiable area.⁶ This portion of the Project Site is also located in an area susceptible to liquefaction as mapped by the City of Los Angeles.^{7,8} Therefore, further analysis of this issue will be provided in the EIR.

iv. Landslides?

No Impact. Landslides generally occur in loosely consolidated, wet soil and/or rocks on steep sloping terrain. The Project Site and surrounding area are fully developed and generally characterized by flat topography, and as such, would not be susceptible to landslides. Additionally, the Project Site is not mapped as an Earthquake-Induced Landslide Area as designated by the CGS,⁹ nor is the Project Site mapped as a landslide

⁶ California Division of Mines and Geology, 1999, *Seismic Hazard Zone Hollywood 7.5-Minute Quadrangle, Los Angeles County, California*.

⁷ California Geological Survey. *Earthquake Zones of Required Investigation, Hollywood Quadrangle*, released November 6, 2014. Website: http://gmw.consrv.ca.gov/SHMP/download/quad/HOLLYWOOD/maps/Hollywood_EZRIM/Hollywood_EZRIM.pdf, accessed November 12, 2014.

⁸ City of Los Angeles Department of City Planning, *ZIMAS, Parcel Profile Report*, <http://zimas.lacity.org/>, accessed December 4, 2013.

⁹ California Division of Mines and Geology, 1999, *Seismic Hazard Zone Hollywood 7.5-Minute Quadrangle, Los Angeles County, California*.

area by the City of Los Angeles.^{10,11} No impacts would occur and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

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

Potentially Significant Impact. Development of the Project would require grading, excavation, and other construction activities that have the potential to disturb existing soils and expose soils to rainfall and wind, thereby potentially resulting in soil erosion. Thus, analysis of this issue will be provided in the EIR.

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

Potentially Significant Impact. As discussed above, the Project Site is susceptible to ground shaking. Thus, lateral spreading, subsidence, liquefaction, and collapse will be addressed in the EIR. As discussed above in Response to Checklist Question No. VI(a)(iv) impacts associated with landslides would not occur as part of the Project.

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

Potentially Significant Impact. Expansive soils are typically associated with fine-grained clayey soils that have the potential to shrink and swell with repeated cycles of wetting and drying. Analysis of this issue will be included in the EIR.

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

No Impact. The Project Site is located within a community served by existing sewage infrastructure. The Project's wastewater demand would be accommodated via connections to the existing wastewater infrastructure. As such, the Project would not result in impacts related to the ability of soils to support septic tanks or alternative wastewater disposal systems. No impacts would occur and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

¹⁰ *Los Angeles General Plan Safety Element, Exhibit C, Landslide Inventory & Hillside Areas, page 51 (November 1996).*

¹¹ *City of Los Angeles Department of City Planning, ZIMAS, Parcel Profile Report, <http://zimas.lacity.org/>, accessed December 4, 2013.*

VII. Greenhouse Gas Emissions

Would the project:

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

Potentially Significant Impact. Gases that trap heat in the atmosphere are called greenhouse gases, since they have effects that are analogous to the way in which a greenhouse retains heat. Greenhouse gases are emitted by both natural processes and human activities. The accumulation of greenhouse gases in the atmosphere regulates the earth's temperature. The State of California has undertaken initiatives designed to address the effects of greenhouse gas emissions, and to establish targets and emission reduction strategies for greenhouse gas emissions in California. Activities associated with the Project, including construction and operational activities, would include associated human activity-related greenhouse gas emissions. Therefore, the EIR will provide further analysis of the Project's greenhouse gas emissions.

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

Potentially Significant Impact. As the Project would have the potential to emit greenhouse gases, the EIR will include further evaluation of Project-related emissions and associated emission reduction strategies to determine whether the Project conflicts with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases (e.g., Assembly Bill 32, City of Los Angeles Green Building Code).

VIII. Hazards and Hazardous Materials

The following analysis is based, in part, on the *Phase I Environmental Site Assessment Report* (Phase I ESA), prepared for the Project by EMG, September, 2013. The Phase I ESA was prepared for the Project to identify recognized environmental conditions and certain potential environmental conditions on the Project Site. The Phase I ESA is included as Appendix IS-2 of this Initial Study.

Would the project:

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

Less Than Significant Impact. The types and amounts of hazardous materials that would be used in connection with the Project would be typical of those used for residential, retail, and restaurant uses. Specifically, operation of the retail and restaurant

uses would be expected to involve the use and storage of small quantities of potentially hazardous materials in the form of cleaning solvents, painting supplies, pesticides for landscaping, and petroleum products. The proposed residential uses would involve the limited use of household cleaning solvents and pesticides for landscaping. Construction of the Project would also involve the temporary use of potentially hazardous materials, including vehicle fuels, paints, oils, and transmission fluids. However, all potentially hazardous materials would be used and stored in accordance with manufacturers' instructions and handled in compliance with applicable federal, State, and local regulations. Any associated risk would be adequately reduced to a less than significant level through compliance with these standards and regulations. Impacts would be less than significant and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

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

Less Than Significant Impact With Mitigation Incorporated. The Phase I ESA included a walk-through observation of the accessible areas and interviews with facility personnel and local agency representatives. In addition, the Phase I ESA included a review of available federal, State, and local records.

The Phase I ESA identified suspect friable asbestos-containing materials (ACMs) in the form of textured ceiling material and thermal system insulation in the existing structure. In addition, the Phase I ESA identified suspect non-friable ACMs in the form of vinyl floor tile, wallboard/joint compound, transite pipe, various mastics and roofing materials in the existing structure. However, during construction, all asbestos-containing materials would be removed in accordance with all applicable regulatory requirements. Specifically, in accordance with SCAQMD Rule 1403, Asbestos Emissions from Demolition/Renovation Activities, prior to demolition activities associated with the Project, the Applicant would conduct surveys of all buildings to verify the presence or absence of any of these materials and conduct remediation or abatement before any disturbance occurs. Furthermore, the existing church could include painted surfaces with the potential to contain lead-based paint (LBP). Cal-OSHA has established limits of exposure to lead contained in dusts and fumes through CCR, Title 8, Section 1532.1, which provides for exposure limits, exposure monitoring, and respiratory protection, and mandates good working practices by workers exposed to lead, particularly since demolition workers are at greatest risk of adverse health exposure. Lead-contaminated debris and other wastes must also be managed and disposed of in accordance with applicable provisions of the California Health and Safety Code. Mandatory compliance with these regulatory requirements would reduce risks associated with LBPs and ACMs to acceptable levels. Therefore, impacts associated with ACMs and LBPs would be less than significant.

In addition, a 45-gallon above-ground diesel storage tank (AST) is located on the Project Site. The AST, which was installed in 2004, is maintained and operated in accordance with applicable regulations and does not require a permit. However, as set forth in the Phase I ESA, there are no known releases from the diesel AST and the diesel AST appeared to be in good condition with no evidence of releases such as staining. Furthermore, the AST would be removed in accordance with regulatory requirements. Therefore, impacts associated with the AST would be less than significant.

As set forth in the Phase I ESA, no environmentally significant operations are conducted at the Project Site. In addition, no environmental concerns were noted with respect to the existing use of hazardous materials in the form of routine janitorial/maintenance supplies and diesel fuel. Furthermore, no environmental concerns were noted with respect to the non-hazardous solid and liquid wastes currently generated at the Project Site. As the Project Site is supplied with secondary electrical service from vaulted utility-owned transformers, no environmental concerns were noted with respect to polychlorinated biphenyls (PCBs). No environmental concerns were noted within the surface areas of the Project Site, as no evidence of spills or staining was observed in the areas of hazardous material/petroleum product or waste generation/pre-disposal storage. Finally, no obvious visual indications of the presence of mold, conditions conducive to mold, or evidence of moisture in readily accessible interior areas of the existing church were observed. Furthermore, the Project Site is not within a Methane Zone or Methane Buffer Zone identified by the City.¹² Therefore, there is a negligible risk of subsurface methane release.

As discussed above, the types and amounts of hazardous materials that would be used in connection with the Project would be typical of those used for residential, retail, and restaurant uses. Construction of the Project would also involve the temporary use of potentially hazardous materials, including vehicle fuels, paints, oils, and transmission fluids. However, all such materials would be used and stored in accordance with manufacturers' instructions and in compliance with applicable federal, State, and local regulations. As such, the use of such materials would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

Based on the above, impacts associated with hazards to the public or the environment would be less than significant. No further evaluation of this topic in an EIR is required.

¹² *City of Los Angeles Department of City Planning, ZIMAS, Parcel Profile Report, <http://zimas.lacity.org/>, accessed December 4, 2013.*

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

Less Than Significant Impact. The Project Site is located within 0.25 mile of several existing public or private schools, including Aviva High School located at 7120 Franklin Avenue, Temple Israel of Hollywood Day School located at 7300 Hollywood Boulevard, and Hollywood High School located at 1521 North Highland Avenue. However, as discussed above, the types and amounts of hazardous materials that would be used in connection with the Project would be typical of those used for residential, retail, and restaurant uses. In addition, construction of the Project would also involve the temporary use of potentially hazardous materials, including vehicle fuels, paints, oils, and transmission fluids. However, all such materials would be used and stored in accordance with manufacturers' instructions and in compliance with applicable federal, State, and local regulations. Therefore, with proper handling and storage, the use of such materials would not create a significant hazard to nearby schools. Impacts would be less than significant and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

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

Less Than Significant Impact. The Phase I ESA included a review of available federal, State, and local records. As set forth in the Phase I ESA, the Project Site is listed on the HAZNET database. According to the HAZNET database, approximately 33.7120 tons of asbestos-containing waste material were removed from the Project Site and were properly disposed of by a licensed contractor. In addition, as discussed above, any additional ACMs within the building would be disposed of in accordance with regulatory requirements. The Project Site was not identified on any of the databases that report releases or spills such as LUST, NPL, SHWS, or CERCLIS Listings. As such, the inclusion of the Project Site on a list of hazardous materials sites would not create a significant hazard to the public or the environment. Impacts would be less than significant and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

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

No Impact. The Project Site is not located within two miles of an airport or within an airport planning area. The closest airport to the Project Site, Bob Hope Airport in Burbank, is located approximately 6.5 miles from the Project Site. No impacts would occur and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

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

No Impact. The Project Site is not located within two miles of a private airstrip. No impacts would occur and no mitigation measures would be required. No further evaluation of this topic in an EIR is required. With regard to potential impacts to air traffic, see Checklist Question XVI(b), below.

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

Less Than Significant Impact. According to the Safety Element of the City of Los Angeles General Plan, the Project Site is not located along a designated disaster route.¹³ The nearest disaster routes are Santa Monica Boulevard approximately 0.75 mile to the south and Highland Avenue approximately 0.40 mile to the east. While it is expected that the majority of construction activities for the Project would be confined to the Project Site, limited off-site construction activities may occur in adjacent street rights-of-way during certain periods of the day, which could potentially require temporary lane closures. However, if lane closures are necessary, both directions of travel would be maintained in accordance with standard construction management plans that would be implemented to ensure adequate circulation and emergency access.

In addition, although the Project is expected to provide adequate emergency access and comply with Los Angeles Fire Department (LAFD) access requirements, the Project would generate traffic in the Project vicinity. As discussed below in Checklist Questions XVI(a) through XVI(f), the potential traffic impacts of the Project would be evaluated in an EIR. However, based on the proximity of the Project Site to the designated disaster routes, traffic impacts with respect to identified emergency evacuation routes are anticipated to be

¹³ *Los Angeles General Plan Safety Element, Exhibit H, Critical Facilities and Lifeline Systems, page 61 (November 1996).*

less than significant. Therefore, since the Project would not cause an impediment along the City's designated disaster routes or impair the implementation of the City's emergency response plan, the Project would have a less than significant impact with respect this topic. No further evaluation of this topic in an EIR is required.

h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Less Than Significant Impact. The Project Site is located within a City-designated Very High Fire Hazard Severity Zone.¹⁴ However, there are no wildlands located adjacent to the Project Site or within 0.4 mile. In addition, the Project Site is located in an urbanized area and would be developed with three structures and associated landscaping. Given the developed nature of the Project Site, the Project would not subject people or structures to a significant risk of loss, injury, or death as a result of exposure to wildland fires. Impacts would be less than significant and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

IX. Hydrology and Water Quality

The following analysis is based, in part, on the *7107 Hollywood Boulevard Project Drainage Technical Report For EIR Purposes* (Hydrology Report), prepared for the Project by Psomas, October 1, 2014 as well as the *Groundwater Memorandum, Proposed Mixed-Use Structure, Wingfield Tract, Lot 2 and Portions of Lots 1, 3 and 5, 7107 Hollywood Boulevard, Hollywood, California* (Groundwater Memorandum) prepared for the Project by Earth Systems Southern California, September 24, 2014. The Hydrology Report and the Groundwater Memorandum are included as Appendix IS-3 and IS-4 of this Initial Study, respectively.

Would the project:

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

Less Than Significant Impact. During Project construction, particularly during the grading and excavation phases, stormwater runoff from precipitation events could cause exposed and stockpiled soils to be subject to erosion and convey sediments into municipal storm drain systems. In addition, on-site watering activities to reduce airborne dust could

¹⁴ City of Los Angeles Department of City Planning, ZIMAS, *Parcel Profile Report*, <http://zimas.lacity.org/>, accessed December 4, 2013. The Very High Fire Hazard Severity Zone was first established in the City of Los Angeles in 1999 and replaced the older "Mountain Fire District" and "Buffer Zone" shown on Exhibit D of the Los Angeles General Plan Safety Element.

contribute to pollutant loading in runoff. Pollutant discharges relating to the storage, handling, use and disposal of chemicals, adhesives, coatings, lubricants, and fuel could also occur. Thus, Project-related construction activities could have the potential to result in adverse effects on water quality. However, as Project construction would disturb more than one acre of soil, the Project would be required to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Construction Permit (Order No. 99-08-DWQ) pursuant to NPDES requirements. In accordance with the requirements of the permit, a Stormwater Pollution Prevention Plan (SWPPP) would be developed and implemented during Project construction. The SWPPP would outline Best Management Practices (BMPs) and other erosion control measures to minimize the discharge of pollutants in storm water runoff. The SWPPP would be carried out in compliance with State Water Resources Control Board (SWRCB) requirements and would also be subject to review by the City for compliance with the City of Los Angeles' *Best Management Practices Handbook, Part A Construction Activities*. Additionally, Project construction activities would occur in accordance with City grading permit regulations (Chapter IX, Division 70 of the LAMC), such as the preparation of an erosion control plan, to reduce the effects of sedimentation and erosion. Prior to the issuance of a grading permit, the Applicant would be required to provide the City with evidence that a Notice of Intent has been filed with the SWRCB to comply with the General Construction Permit. With compliance with these existing regulatory requirements, impacts to water quality during construction would be less than significant. No further evaluation of this topic in an EIR is required.

During operation, the Project would introduce sources of potential stormwater pollution that are typical of residential, retail, and restaurant uses (e.g., cleaning solvents, pesticides for landscaping, and petroleum products associated with parking and circulation areas). Stormwater runoff from precipitation events could potentially carry urban pollutants into municipal storm drains. However, in accordance with NPDES Municipal Permit requirements, the Project would be required to implement Standard Urban Stormwater Mitigation Plan (SUSMP) requirements during the operational life of the Project to reduce the discharge of polluted runoff from the Project Site. The Project would also be required to comply with the City's Low Impact Development (LID) Ordinance (Ordinance No. 181,899), which promotes the use of natural infiltration systems, evapotranspiration, and the reuse of stormwater. To this end, BMPs would be implemented to collect, detain, treat, and discharge runoff on-site before discharging into the municipal storm drain system. To the maximum extent practical, stormwater quality treatment would be provided with infiltration. The treatment method could include infiltration wells or infiltration basins (if allowed), high efficiency planter boxes, or surface planting areas. In addition, the Project would control pollutants, pollutant loads, and runoff volume emanating from the Project Site by minimizing the amount of impervious surface area on the Project Site and controlling runoff from impervious surfaces through bioretention and/or rainfall harvest and use. As discussed below, the existing percentage of impervious surface area within the Project Site

would remain substantially the same under the Project. With implementation of the required BMPs, the Project would capture and treat the 0.75-inch rain event or the 85th percentile 24-hour storm event (whichever is greater) before runoff is discharged from the Project Site, in accordance with the SUSMP. The Project's BMPs would also ensure compliance with the City's LID requirements. The final selection of BMPs would be completed through coordination with the City of Los Angeles as part of the site plan review and permitting process. The SUSMP would be subject to review and approval by the City for compliance with the City of Los Angeles' *Development Best Management Practices Handbook, Part B, Planning Activities*. With compliance with these existing regulatory requirements, impacts to water quality during operation would be less than significant. No further evaluation of this topic in an EIR is required.

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

Less Than Significant Impact. The historic shallowest groundwater in the vicinity of the Project Site is approximately 100 feet below the existing ground surface. Grading for the subterranean parking garage would consist of excavation of between 44 and 68 feet below the existing ground surface. Therefore, it is not anticipated that Project construction would require dewatering or other withdrawals of groundwater. Project construction would not deplete groundwater supplies or interfere with groundwater recharge.

In addition, operation of the Project would not interfere with groundwater recharge. The Project Site is developed with a church and surface parking areas as well as minimal landscaping. Approximately 82 percent of the Project Site consists of impervious surface area; therefore, the degree to which surface water infiltration and groundwater recharge occurs on-site is negligible. The Project would replace the existing uses on the Project Site with up to 410 multi-family residential units and approximately 10,000 square feet of community-serving retail and restaurant uses as well as approximately 19,000 square feet of landscaped area. Therefore, the surface area of the Project Site would comprise approximately 78 percent impervious surfaces with implementation of the Project. As such, construction and operation of the Project would not substantially affect groundwater levels beneath the Project Site, including depleting groundwater supplies or resulting in a substantial net deficit in the aquifer volume or lowering of the local groundwater table. Impacts on groundwater would be less than significant and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

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

Less Than Significant Impact. The Project Site is currently developed with a church and surface parking areas as well as minimal landscaping. Impervious surface area covers approximately 82 percent of the Project Site. The Project Site is not crossed by any water courses or rivers. Runoff from the Project Site sheet flows from northwest to southeast and then exits the Project Site onto the street surfaces of Hollywood Boulevard and La Brea Avenue. On Hollywood Boulevard, the runoff follows the slope of the street surfaces east into an existing catch basin at the northwest corner of the Hollywood Boulevard and La Brea Avenue intersection along the Hollywood Boulevard frontage. On La Brea Avenue, the runoff follows the slope south into an existing catch basin at the northwest corner of the Hollywood Boulevard and La Brea Avenue intersection along the La Brea Avenue frontage. The existing catch basins then route the runoff to an existing City of Los Angeles 42-inch storm drain pipe within La Brea Avenue, which continues to head south past Hollywood Boulevard. With implementation of the Project, drainage from the Project Site would continue to sheet flow from northwest to southeast, similar to existing conditions. The Project would install a new storm drain system to convey runoff to the same City storm drain system at the intersection of Hollywood Boulevard and La Brea Avenue.

State of California regulations for storm water management in general do not allow the alteration of an existing drainage pattern without mitigation, the increase of storm water runoff by more than one percent above the baseline condition, or the design capacity of existing storm water facilities to be exceeded. The surface area of the Project Site would comprise approximately 78 percent impervious surfaces with implementation of the Project, which would be reduced compared to the existing amount of impervious surfaces. Table B-1, Existing and Proposed Flow Rates During 25-Year Storm and 50-Year Storm, on page B-26 depicts pre-Project and post-Project stormwater flow rates during a 25-year storm event and a 50-year storm event.

As shown in Table B-1, stormwater flows from the Project Site would be substantially the same with implementation of the Project. Additionally, the Project would provide new on-site drains to serve the Project. As discussed above, during Project construction, a SWPPP would be developed and implemented. The SWPPP would outline BMPs and other erosion control measures to minimize the discharge of pollutants in storm water runoff during construction. Additionally, Project construction activities would occur in accordance with City grading permit regulations (Chapter IX, Division 70 of the Los Angeles Municipal Code), such as the preparation of an erosion control plan, to reduce the effects of sedimentation and erosion. During operation, the Project would implement BMPs

Table B-1
Existing and Proposed Flow Rates During 25-Year Storm and 50-Year Storm

Condition	Tributary Area (acres)	Percent Impervious Surface Area On-Site	Flow Rate (cubic feet/second)
25-Year Storm			
Existing	2.0	82	4.84
Proposed	2.0	78	4.84
50-Year Storm			
Existing	2.0	82	5.95
Proposed	2.0	78	5.95
<i>Source: Psomas, 2014.</i>			

to ensure compliance with SUSMP and LID requirements, as discussed above. As part of the City's standard building permitting and review process, the Project would also be required to prepare and submit a detailed Hydrology and Hydraulics analysis prepared in accordance with County of Los Angeles methodology to further ensure that Project flows would not exceed the baseline condition. Thus, the Project would not alter the existing drainage pattern of the site or surrounding area such that substantial erosion, siltation, or on- or off-site flooding would occur. Impacts would be less than significant and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

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

Less Than Significant Impact. See Checklist Question IX.c, Hydrology and Water Quality, above.

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

Less Than Significant Impact. See Checklist Questions IX.a and IX.c, Hydrology and Water Quality, above.

- f. Otherwise substantially degrade water quality?**

Less Than Significant Impact. See Checklist Question IX.a, Hydrology and Water Quality, above.

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

No Impact. The Project Site is not located within a 100-year flood plain as mapped by the Federal Emergency Management Agency (FEMA) or by the City of Los Angeles.^{15,16} According to FEMA, the Project Site is located within Zone X, which is an area determined to be outside the 0.2 percent annual chance floodplain. Thus, the Project would not place housing within a 100-year flood plain. No impacts would occur and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

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

No Impact. As discussed above, the Project Site is not located within a designated 100-year flood plain area. Thus, the Project would not place structures that would impede or redirect flood flows within a 100-year flood plain. No impacts would occur and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

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

No Impact. As discussed above, the Project Site is not located within a designated 100-year flood plain. In addition, the Safety Element of the City of Los Angeles General Plan does not map the Project Site as being located within a flood control basin or within a potential inundation area.¹⁷ No impacts would occur and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

j. Inundation by seiche, tsunami, or mudflow?

No Impact. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant undersea

¹⁵ Federal Emergency Management Agency, *Flood Insurance Rate Map, Map Number 06037C1605F*, September 26, 2008, accessed January 28, 2014.

¹⁶ *Los Angeles General Plan Safety Element, Exhibit F, 100-Year & 500-Year Flood Plain*, page 57 (November 1996).

¹⁷ *Los Angeles General Plan Safety Element, Exhibit G, Inundation & Tsunami Hazard Areas*, page 59 (November 1996).

disturbance such as tectonic displacement associated with large, shallow earthquakes. Mudflows result from the downslope movement of soil and/or rock under the influence of gravity.

The Project Site is approximately 12 miles east of the Pacific Ocean. The Safety Element of the City of Los Angeles General Plan does not map the Project Site as being located within an area potentially affected by a tsunami.¹⁸ The Project Site is not positioned downslope from an area of potential mudflow. Therefore, no seiche, tsunami, or mudflow events are expected to impact the Project Site. No impacts would occur and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

X. Land Use and Planning

Would the project:

a. Physically divide an established community?

Less Than Significant Impact. The Project Site is located in a highly urbanized area. The Project area includes a mix of low- to high-rise buildings occupied primarily by motel uses, multi-family residential development, retail uses, and office uses. Generally, dense residential and commercial development is focused along the major arterials of Hollywood Boulevard and La Brea Avenue, while lower density mixed-use areas interspersed with residential uses are located along the adjacent collector streets. The Project site is bounded by a vacant lot and surface parking area to the immediate north, the low-rise Woman's Club of Hollywood to the north of the vacant lot, low-rise motel and residential uses to the south across Hollywood Boulevard, low rise- commercial and motel uses to the east across La Brea Avenue, and the Hollywood Versailles Tower, a 14-story, multi-family residential use, to the west.

The Project would construct up to 410 multi-family residential units and approximately 10,000 square feet of community-serving retail and restaurant uses within three new buildings. The proposed uses are consistent with other land uses in the surrounding area and compatible with the community. All proposed development would occur within the boundaries of the Project Site as it currently exists. Therefore, the Project would not physically divide, disrupt, or isolate an established community. Rather, implementation of the Project would result in further infill of an already developed community with similar and compatible land uses. Impacts would be less than significant

¹⁸ *Ibid.*

and no mitigation measures would be required. Nonetheless, further analysis of this topic in an EIR is recommended and will be included as part of the land use plan consistency analysis discussed below under Checklist Question X.b, Land Use and Planning.

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

Potentially Significant Impact. As discussed in Attachment A, Project Description, the Project requests several discretionary approvals, including a General Plan Amendment, a Zone Change, Site Plan Review, a Vesting Parcel Map and a Conditional Use Permit. Therefore, the EIR will provide further analysis of the Project's consistency with the LAMC and other applicable land use plans, policies, and regulations.

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

No Impact. The Project Site is located in an urbanized area of the City of Los Angeles and is developed with a church and surface parking areas. As such, the Project Site does not support any habitat or natural community. Accordingly, no Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plans apply to the Project Site. Thus, the Project would not conflict with the provisions of an adopted habitat conservation plan or natural community conservation plan. No impacts would occur and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

XI. Mineral Resources

Would the project:

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

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

producing area as classified by the California Geologic Survey.^{19,20} The Project Site is also not located within a City-designated oil field or oil drilling area.²¹ Therefore, the Project would not result in the loss of availability of a mineral resource or a mineral resource recovery site. No impacts would occur and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

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

No Impact. See Checklist Question XI(a), Mineral Resources, above.

XII. Noise

Would the project result in:

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

Potentially Significant Impact. The Project Site is located within an urbanized area that contains various sources of noise. The most predominate source of noise in the Project area is associated with traffic from roadways. Existing on-site noise sources primarily include vehicle noises associated with on-site circulation and parking areas, stationary mechanical equipment, and human activity. During Project construction activities, the use of heavy equipment (e.g., bulldozers, backhoes, cranes, loaders, etc.) would generate noise on a short-term basis. In addition, because the Project would introduce new permanent residential, retail, and restaurant uses to the Project Site, noise levels from on-site sources may also increase during Project operation. Furthermore, traffic attributable to the Project has the potential to increase noise levels along adjacent roadways. Therefore, further evaluation of this topic in an EIR is required.

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

²⁰ *State of California Department of Conservation, California Geologic Survey, Aggregate Sustainability in California, 2012.*

²¹ *Los Angeles General Plan Safety Element, Exhibit E, Oil Field & Oil Drilling Areas, page 55 (November 1996).*

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

Potentially Significant Impact. Construction of the Project could generate groundborne noise and vibration in association with demolition, site grading and clearing activities, the installation of building footings, and construction truck travel. As such, the Project would have the potential to generate and expose people to excessive groundborne vibration and noise levels during short-term construction activities. Therefore, further evaluation of this topic in an EIR is required.

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

Potentially Significant Impact. Traffic and human activity associated with the Project, as described above, have the potential to increase ambient noise levels above existing levels. Therefore, further evaluation of this topic in an EIR is required.

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

Potentially Significant Impact. As discussed above in Checklist Questions XII(a) and XII(b), construction activities associated with the Project would have the potential to temporarily or periodically increase ambient noise levels above existing levels. Therefore, further evaluation of this topic in an EIR is required.

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

No Impact. The Project Site is not located within two miles of an airport or within an area subject to an airport land use plan. The closest airport to the Project Site, Bob Hope Airport in Burbank, is located approximately 6.5 miles from the Project Site. No impacts would occur and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

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

No Impact. The Project Site is not located within the vicinity of a private airstrip. No impacts would occur and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

XIII. Population and Housing

Would the project:

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

Less Than Significant Impact. The Project would result in the construction of up to 410 new multi-family dwelling units. As such, the Project would increase the residential population of the City of Los Angeles. As discussed above in Checklist Question III(a), Air Quality, SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development, and the environment. With regard to future growth, SCAG has prepared the 2012 RTP which provides population, housing, and employment projections for cities under its jurisdiction through 2035. The growth projections in the 2012 RTP reflect the 2010 Census, employment data from the California Employment Development Department (EDD), population and household data from the California Department of Finance (DOF), and extensive input from local jurisdictions in SCAG's planning area. The Project Site is located in SCAG's City of Los Angeles Subregion. According to SCAG's 2012 RTP, the forecasted population for the City of Los Angeles Subregion in 2014 is approximately 3,956,891 persons.²² In 2018, the projected occupancy year of the Project, the City of Los Angeles Subregion is anticipated to have a population of approximately 4,035,751 persons.²³ According to the City of Los Angeles Planning Department, the most recent estimated household size for multi-family housing units in the City of Los Angeles area is 2.44 persons per unit.²⁴ Applying this factor, development of up to 410 units would result in a net increase of approximately 1,000 residents. The 1,000 estimated net new residents generated by the Project would represent approximately 1.3 percent of the population growth forecasted by SCAG in the City of Los Angeles Subregion between 2014 and 2018. Therefore, the Project's residents would be well within SCAG's population projection for the Subregion.

²² *Based on a linear interpolation of 2010–2015 data.*

²³ *Based on a linear interpolation of 2015–2020 data.*

²⁴ *Per conversation with Matthew Glesne of the Los Angeles Department of City Planning, November 6, 2014. Based on the 2012 Census American Community Survey (ACS) data, the persons per household for multi-family units was calculated by looking at "units in structure" and "total population in occupied housing units by units in structure".*

According to the 2012 RTP, the forecasted housing supply for the City of Los Angeles Subregion in 2014 is approximately 1,388,842 households.²⁵ In 2018, the projected occupancy year of the Project, the City of Los Angeles Subregion is anticipated to have approximately 1,446,497 households.²⁶ Thus, the Project's new residential units would constitute up to approximately 0.7 percent of the housing growth forecasted between 2014 and 2018. Therefore, the Project's housing units would be well within SCAG's housing projection for the Subregion. As emphasized in many regional and local planning documents, including the City of Los Angeles General Plan Housing Element, the City is in need of new dwelling units to serve both the current population and the projected population. By developing up to 410 new multi-family dwelling units, the Project would help to fulfill this demand.

With regard to employment, the Project's 10,000 square feet of community-serving retail and restaurant uses would generate approximately 27 employees, based on employee generation rates promulgated by the Los Angeles Unified School District (LAUSD).²⁷ According to the 2012 RTP, the employment forecast for the City of Los Angeles Subregion in 2014 is approximately 1,785,912 employees.²⁸ In 2018, the projected occupancy year of the Project, the City of Los Angeles Subregion is anticipated to have approximately 1,840,552 employees.²⁹ Thus, the Project's 27 estimated employees would constitute approximately 0.05 percent of the employment growth forecasted between 2014 and 2018. Therefore, the Project would not cause an exceedance of SCAG's employment projections, nor would it induce substantial indirect population or housing growth related to Project-generated employment opportunities.

As analyzed above, the net new population and housing that would be generated by the Project would be within SCAG's population and housing projections for the City of Los Angeles Subregion. Therefore, the Project would not induce substantial population or housing growth. Impacts would be less than significant, and no mitigation measures would be required. No further evaluation of this topic in an EIR is required. With regard to cumulative population and housing impacts, please see Checklist Question XVII.b, below.

²⁵ *Based on a linear interpolation of 2010–2015 data. SCAG forecasts "households," not housing units. As defined by the U. S. Census Bureau, "households" are equivalent to occupied housing units.*

²⁶ *Based on a linear interpolation of 2015–2020 data.*

²⁷ *Los Angeles Unified School District, 2012 Developer Fee Justification Study, February 9, 2012, Table 11. Based on the employee generation rate for "Neighborhood Shopping Center" land uses, which is 0.00271 employees per average square foot.*

²⁸ *Based on a linear interpolation of 2010–2015 data.*

²⁹ *Based on a linear interpolation of 2015–2020 data.*

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

No Impact. As no housing currently exists on the Project Site, the Project would not displace any existing housing. No impacts would occur and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

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

No Impact. As no housing currently exists on the Project Site, the development of the Project would not cause the displacement of any persons or require the construction of housing elsewhere. No impacts would occur and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

XIV. Public Services

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

a. Fire protection?

Potentially Significant Impact. Development of up to 410 multi-family residential units and 10,000 square feet of commercial uses would generate a demand for fire protection services provided by the Los Angeles Fire Department (LAFD). Therefore, the EIR will provide analysis of this issue.

b. Police protection?

Potentially Significant Impact. Development of up to 410 multi-family residential units and 10,000 square feet of commercial uses under the Project would generate a demand for police protection services provided by the Los Angeles Police Department (LAPD). Therefore, the EIR will provide analysis of this issue.

c. Schools?

Potentially Significant Impact. Development of up to 410 multi-family residential units and 10,000 square feet of commercial uses under the Project would generate a demand for LAUSD schools. Therefore, the EIR will provide analysis of this issue.

d. Parks?

Potentially Significant Impact. Development of up to 410 multi-family residential units would generate a demand for parks and recreational services provided by the Los Angeles Department of Recreation and Parks (LADRP). Therefore, the EIR will provide analysis of this issue.

e. Other governmental services (including roads)?

Potentially Significant Impact. Development of up to 410 multi-family residential units would generate a demand for library services provided by the Los Angeles Public Library (LAPL). Therefore, the EIR will provide analysis of this issue.

No other public services would be notably impacted by the Project. Therefore, the Project would result in a less than significant impact on other governmental services. No further evaluation of other governmental services in an EIR is required.

XV. Recreation

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

Potentially Significant Impact. Per LAMC, the Project would be required to provide 44,650 square feet of open space. The Project would provide this amount of open space in addition to a 9,300 square foot public plaza. Nonetheless, the EIR will evaluate the potential for the Project to result in an increased demand for public parks and recreational facilities that serve the Project Site.

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

Potentially Significant Impact. The Project would provide recreational amenities to Project residents and guests, including an outdoor pool, numerous roof decks, a gym, a conference center, a media room, a business center, a lobby, a lounge, and private balconies. The potential environmental impacts of constructing these facilities are analyzed throughout this Initial Study, and will be further analyzed in the EIR for those topics where impacts could be potentially significant, as part of the overall Project.

XVI. Transportation/Circulation

Would the project:

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

Potentially Significant Impact. The Project proposes development which has the potential to result in an increase in daily and peak-hour traffic within the Project vicinity. In addition, construction of the Project has the potential to affect the transportation system through the hauling of excavated materials and debris, the transport of construction equipment, the delivery of construction materials, and travel by construction workers to and from the Project Site. Once construction is completed, the Project's residents, employees, and visitors would generate vehicle and transit trips throughout the day. The resulting increase in the use of the area's transportation facilities could exceed roadway and transit system capacities. Therefore, further analysis of this issue in an EIR is required.

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

Potentially Significant Impact. Metro administers the CMP, a State-mandated program designed to address the impacts urban congestion has on local communities and the region as a whole. The CMP provides an analytical basis for the transportation decisions contained in the State Transportation Improvement Project. The CMP for Los Angeles County requires an analysis of any Project that could add 50 or more trips to any CMP intersection or more than 150 trips to a CMP mainline freeway location in either direction during either the A.M. or P.M. weekday peak hours. Implementation of the Project has the potential to generate additional vehicle trips, which could potentially add more than 50 trips to a CMP roadway intersection or more than 150 trips to a CMP freeway segment. Therefore, further analysis of this issue in an EIR is required.

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

Less Than Significant Impact. The Project Site is not located within the vicinity of any private or public airport or planning boundary of any airport land use plan. Additionally, the Project does not propose any uses that would increase the frequency of air traffic. The proposed Tower Building would be a maximum of 275 feet in height. As such, the Project would be required to comply with applicable Federal Aviation Administration (FAA) requirements regarding rooftop lighting for high-rise structures. In addition, the Project would be required to comply with the notice requirements imposed by the FAA for all new buildings taller than 200 feet, and would complete Form 7460-1 (Notice of Proposed Construction or Alteration). While no significant impacts to air traffic patterns are anticipated from the Project, further analysis will be included in the EIR.

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

No Impact. The roadways adjacent to the Project Site are part of the urban roadway network and contain no sharp curves or dangerous intersections. In addition, the residential and commercial uses proposed would be consistent with the surrounding uses in the Project vicinity. Therefore, no impacts would occur and no further analysis of this issue in an EIR is required.

e. Result in inadequate emergency access?

Potentially Significant Impact. While it is expected that construction activities for the Project would primarily be confined on-site, the Project's construction activities would have the potential to cause temporary and intermittent lane closures in adjacent off-site streets (i.e., Hollywood Boulevard and La Brea Avenue) for the installation or upgrading of local infrastructure. The Project would also generate construction traffic, particularly haul trucks, which may affect the capacity of adjacent streets and highways. In addition, as part of the Project, existing site access would be modified. Therefore, analysis of this issue in an EIR is required.

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

Potentially Significant Impact. The Project Site is served by a variety of transit options. Metro provides 6 bus lines in the form of both rapid and local bus service in the Project area. LADOT's Downtown Area Shuttle (DASH) also provides local bus transit

service in the Project area. In addition, the Metro Rail Red Line, a subway that provides service between North Hollywood, Downtown Los Angeles, and Union Station, has a station at Hollywood Boulevard and Highland Avenue, approximately 0.4 mile from the Project Site. The Project proposes development that has the potential to result in an increase demand for alternative transportation modes. Therefore, further analysis of the potential for the Project to conflict with adopted policies, plans, or programs regarding public transit, bicycle facilities, or pedestrian facilities is required in an EIR.

XVII. Utilities

The following analysis is based, in part, on the *7107 Hollywood Boulevard Project Utility Infrastructure Report For EIR Purposes* (Utility Report), prepared for the Project by Psomas, October 1, 2014. The Utility Report evaluates the Project's potential impacts to the local water, sewer, electricity, and natural gas infrastructure systems. The Utility Report is included as Appendix IS-5 of this Initial Study.

Would the project:

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

Less Than Significant Impact. Wastewater collection and treatment services within the Project vicinity are provided by the City of Los Angeles Department of Public Works (LADPW). The Project Site is developed with a church and currently generates wastewater. Wastewater generated during operation of the Project would be collected and discharged into the existing 8-inch sewer main in Hollywood Boulevard and the existing 8-inch sewer main in La Brea Avenue and then conveyed to the Hyperion Treatment Plant (HTP) located in El Segundo. The HTP is a part of the Hyperion Treatment System, which also includes the Tilman Water Reclamation Plant (TWRP) and the Los Angeles-Glendale Water Reclamation Plant (LAGWRP). The treatment capacity of the entire Hyperion Treatment System is approximately 550 million gallons per day (mgd) (consisting of 450 mgd at HTP, 80 mgd at TWRP, and 20 mgd at LAGWRP).³⁰ The HTP is designed to treat 450 mgd, with annual increases in wastewater flows limited to 5 mgd by City Ordinance No.

³⁰ *City of Los Angeles Department of Public Works Bureau of Sanitation, City of Los Angeles Integrated Resources Plan Executive Summary, December 2006, www.lacity.org/san/irp/documents/Executive_Summary-Overview_of_the_IRP.pdf, accessed November 12, 2014.*

166,060. The HTP currently processes an average of 362 mgd, and therefore has an available capacity of approximately 88 mgd.³¹

Incoming wastewater to the HTP initially passes through screens and basins to remove coarse debris and grit. This is followed by primary treatment, which is a physical separation process where solids are allowed to either settle to the bottom of tanks or float on the surface. These solids, called sludge, are collected, treated, and recycled. The portion of water that remains, called primary effluent, is treated through secondary treatment using a natural, biological approach. Living micro-organisms are added to the primary effluent to consume organic pollutants. These micro-organisms are later harvested and removed as sludge. After treatment is completed, the water is dispersed 5 miles offshore at a depth of 200 feet. As this treated effluent enters the ocean environment, it is diluted at a ratio of over 80 parts seawater to one part treated effluent. The discharge of effluent from the HTP into Santa Monica Bay is regulated by the HTP's NPDES Permit issued under the Clean Water Act and is required to meet the Regional Water Quality Control Board (RWQCB)'s requirements for a recreational beneficial use. Accordingly, the HTP's effluent to Santa Monica Bay is continually monitored to ensure that it meets or exceeds prescribed standards. The City's Environmental Monitoring Division also monitors flows into the Santa Monica Bay.^{32,33}

The wastewater generated by the Project would be typical of residential, retail, and restaurant uses. No industrial discharge into the wastewater system would occur. As the HTP is in compliance with the State's wastewater treatment requirements, the Project would not exceed the wastewater treatment requirements of the RWQCB. Therefore, impacts would be less than significant and no mitigation measures would be required. No further evaluation of this topic in an EIR is required. With regard to the Project's impacts on the treatment capacity of the HTP, see Checklist Question XVII.b, Utilities, below.

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

Potentially Significant Impact. Water service to the Project Site would continue to be supplied by LADWP for domestic and fire protection uses. While domestic water

³¹ City of Los Angeles Department of Public Works Bureau of Sanitation, *About Wastewater—Treatment Plants*, www.lacity.org/san/wastewater/factsfigures.htm, accessed November 12, 2014.

³² City of Los Angeles Department of Public Works, Bureau of Sanitation, *Environmental Monitoring Division*. "Santa Monica Bay Biennial Assessment Report: 2005–2006."

³³ City of Los Angeles Department of Public Works, Bureau of Sanitation, *Environmental Monitoring Division*, *FAQs*, www.lacitysan.org/emd/faqs/index.htm#a4, accessed November 12, 2014.

demand is typically the main contributor to water consumption, fire flow demands have a much greater instantaneous impact on infrastructure, and therefore are the primary means for analyzing infrastructure capacity. Fire flow to the Project would be required to meet City of Los Angeles fire flow requirements. Section 57.09.06 of the LAMC establishes fire flow standards by development type. The Project falls within the High Density Residential and Neighborhood Commercial category, which has a required fire flow of 4,000 gallons per minute (gpm) from four adjacent fire hydrants flowing simultaneously. However, based on the zone designations in the vicinity of the Project site, the LAFD could request a fire flow of 6,000 to 9,000 gpm flowing from four to six fire hydrants flowing simultaneously, which would be higher than the fire flow required by the LAMC. Additionally, hydrants must be spaced to provide adequate coverage of the building exterior and must deliver a minimum pressure of 20 pounds per square inch at full flow. Pressure flow reports were obtained from LADWP to ensure that existing water pressure is sufficient to serve the fire flow needs of the Project.³⁴ These reports show pressures of 20 psi at a flow of 8,000 gpm for Hollywood Boulevard, and 20 psi at a flow of 7,750 gpm for La Brea Avenue. With potential fire service connections to both the existing water mains on Hollywood Boulevard and La Brea Avenue, the combination of the two flow rates results in a total flow of 15,750 gpm at a pressure of 20 psi. This exceeds the minimum required LAMC fire flow rate of 4,000 gpm at 20 psi from four hydrants flowing simultaneously. Therefore, based on the available flow and pressure capacity, the existing LADWP water infrastructure has adequate capacity to serve the Project's fire flow demand as well as its domestic water demand and no upgrades to the mainlines that serve the Project Site would be required. The Project would provide new fire water, domestic water, and irrigation meters with new water connections to the existing LADWP mainlines adjacent to the Project Site. Project-related infrastructure would be designed and installed to meet all applicable City requirements.

The Project falls under the High Density Residential and Neighborhood Commercial category, which has a required fire flow of 4,000 gallons per minute (gpm) from four adjacent fire hydrants flowing simultaneously according to Section 57.09.06 of the LAMC requires. There are currently three fire hydrants in the vicinity of the Project Site. The three fire hydrants are located along the public sidewalk at the southwest corner of the Hollywood Boulevard and La Brea Avenue intersection, at the northeast corner of the Hollywood Boulevard and La Brea Avenue intersection, and at the northeast corner of the La Brea Avenue and Yucca Street intersection. As such, no fire hydrants are located along the frontage of the Project Site. Therefore, if required by the LAFD, additional fire hydrant(s) would be installed within the public right-of-way to meet the hydrant spacing

³⁴ Refer to Appendix 2 in Appendix IS-5 of this Initial Study.

requirements set forth in Section 57.09.06 of the LAMC. Newly installed hydrant(s) would be subject to review and approval by the LAFD.

Wastewater generated by the Project would be conveyed via the existing wastewater conveyance systems for treatment at the HTP.³⁵ As described above, the Hyperion Treatment Plant has a capacity of 450 mgd. The HTP currently processes an average of 362 mgd, and therefore has an available capacity of approximately 88 mgd. As shown in Table B-2, Estimated Project Wastewater Generation, on page B-42, based on sewage generation factors established by the City of Los Angeles Department of Public Works, Bureau of Engineering, the Project would generate approximately 50,095 gallons per day or approximately 0.050 mgd upon completion.³⁶ This estimate is conservative as it does not account for the net effect of existing wastewater generated by the church. The Project's average daily wastewater flow of 0.050 mgd would represent approximately 0.057 percent of the current 88 mgd available capacity of the HTP. Therefore, the Project-generated wastewater would be accommodated by the existing capacity of the HTP and a less than significant impact would occur. In addition, Project-generated average daily wastewater generation of 0.050 mgd plus the future Hyperion Service Area flows of approximately 503.8 mgd in 2018, which is the Project's build-out year, would represent approximately 92 percent of the Hyperion Service Area's 2020 capacity of 550 mgd.^{37,38} Thus, the Project's additional wastewater flows would not substantially or incrementally exceed the future scheduled capacity of any treatment plant.

Sewer service for the Project would be provided utilizing new or existing on-site sewer connections to the existing sewer mains adjacent to the Project Site. Project-related sanitary sewer connections and on-site infrastructure would be designed and constructed in accordance with applicable City of Los Angeles Bureau of Sanitation and California Plumbing Code standards. Based on the current approximate flow levels and design capacities in the sewer system and the Project's estimated wastewater flow, the City determined that the existing sanitary sewer mains in Hollywood Boulevard and La Brea Avenue would have an adequate capacity to accommodate the additional infrastructure demand created by the Project. No upgrades to existing sewer mains would be required.

³⁵ *7107 Hollywood Boulevard Project Utility Infrastructure Report For EIR Purposes, Psomas, October 1, 2014.*

³⁶ *Ibid.*

³⁷ *Based on a linear interpolation of 2015–2020 data.*

³⁸ *City of Los Angeles, Department of Public Works, LA Sewers Website, Integrated Resources Plan Facilities Plan, Summary Report, Tables 4-12 and 4-13, p. 4-17, www.lacitysan.org/irp/facilitiesplan.htm, accessed August 6, 2014.*

Table B-2
Estimated Project Wastewater Generation

Proposed Land Use	Units	Generation Rate^a	Total Wastewater Generated (gpd)	Total Wastewater Flow (cfs)
Residential				
Studio	27 du	75 gpd/du	2,025	0.003
1-Bedroom	257 du	110 gpd/du	28,270	0.044
2-Bedroom	116 du	150 gpd/du	17,400	0.027
3-Bedroom	10 du	190 gpd/du	1,900	0.003
Retail	10,000 sf	50 gpd/1,000 sf	500	0.001
Total			50,095	0.078

gpd = gallons per day
cfs = cubic feet per second
du = dwelling unit
sf = square feet
^a Sewage generation calculations are based on generation rates provided by the City of Los Angeles Department of Public Works, Bureau of Engineering.
Source: Psomas, 2014.

Based on the above, the Project would not exceed the available capacity within the distribution infrastructure that would serve the Project Site. Nonetheless, further analysis of this issue will be provided in the EIR.

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

Potentially Significant Impact. See Checklist Question IX.c, Hydrology and Water Quality, above. As discussed therein, stormwater flows from the Project Site would not increase with implementation of the Project. However, the Project would provide new on-site drains to serve the Project. Therefore, the Project would require the construction of new stormwater drainage facilities or expansion of existing facilities. The potential environmental impacts of constructing these facilities are analyzed throughout this Initial Study, and will be further analyzed in the EIR for those topics where impacts could be potentially significant, as part of the overall Project.

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

Potentially Significant Impact. The LADWP supplies water to the Project Site. The Project would increase the demand for water provided by LADWP. Given the complexity and evolving nature of the subject of water supply in Southern California, further analysis of this topic in an EIR will be provided.

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

Less Than Significant Impact. See Checklist Question XVII.b, Utilities, above.

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

Less Than Significant Impact. Various public agencies and private companies provide solid waste management services in the City of Los Angeles. Private collectors service most multi-family units and commercial developments, whereas the City Bureau of Sanitation collects the majority of residential waste from single-family and some smaller multi-family residences. Solid waste generated by the Project would be transported by a private contractor and disposed at a major Class III (municipal) landfill located in Los Angeles County. Ten Class III landfills and one unclassified landfill with solid waste facility permits are located within Los Angeles County.^{39,40} Of the ten Class III landfills in Los Angeles County, five Class III landfills are open to the City of Los Angeles.⁴¹ Within Los Angeles County, there are two solid waste transformation facilities that convert, combust, or otherwise process solid waste for the purpose of energy recovery, the Commerce Refuse to Energy Facility and the Southeast Resource Recovery Facility, located in the City of Long Beach.

Los Angeles County continually evaluates landfill disposal needs and capacity through preparation of the Los Angeles County Countywide Integrated Waste Management

³⁹ *County of Los Angeles, Department of Public Works. Los Angeles County Integrated Waste Management Plan 2012 Annual Report, August 2013.*

⁴⁰ *The ten Class III landfills within Los Angeles County include: Antelope Valley, Burbank, Calabasas, Chiquita Canyon, Lancaster, Pebbly Beach, Puente Hills, San Clemente, Savage Canyon, Scholl Canyon, and Sunshine Canyon City/County. The total number of Class III landfills within Los Angeles County excludes the Puente Hills Landfill, which closed on October 31, 2013. The unclassified landfill within the Los Angeles County is the Azusa Land Reclamation facility.*

⁴¹ *The five Class III landfills open to the City of Los Angeles include: Antelope Valley, Calabasas, Chiquita Canyon, Lancaster, and Sunshine Canyon City/County. Note that while the Calabasas Landfill is open to the City of Los Angeles, its service area is limited to the cities of Hidden Hills, Agoura Hills, Westlake Village, and Thousand Oaks per Los Angeles County Ordinance No. 91-0003.*

Plan (CoIWMP) Annual Reports. Within each annual report, future landfill disposal needs over the next 15-year planning horizon are addressed in part by determining the available landfill capacity.⁴² Based on the most recent 2012 CoIWMP Annual Report, the remaining total disposal capacity for the County's Class III landfills is estimated at 123.09 million tons as of December 31, 2012.⁴³ For the Class III landfills open to the City, the remaining total disposal capacity is estimated at 107.52 million tons.⁴⁴ Additionally, in 2012, the County's Class III landfills open to the City (excluding the Calabasas Landfill) had a total maximum daily capacity of 22,900 tons per day (tpd) and an average daily disposal of 11,713 tpd, resulting in approximately 11,187 tpd of remaining daily disposal capacity.⁴⁵ Aggressive waste reduction and diversion programs on a countywide level have helped reduce disposal levels at the County's landfills. Based on the 2012 CoIWMP Annual Report, the County anticipates that future disposal needs can be adequately met through 2027, which is well past the Project's build-out year, via a multi-pronged approach that includes successfully permitting and developing proposed in-County landfill expansions, utilizing available or planned out-of-County disposal capacity, developing necessary infrastructure to facilitate exportation of waste to out-of-County landfills, and developing conversion and other alternative technologies.

The City's Recovering Energy, Natural Resources and Economic Benefit from Waste for Los Angeles (RENEW LA) Plan sets a goal of becoming a "zero waste" city by 2030. To this end, the City of Los Angeles implements a number of source reduction and recycling programs such as curbside recycling, home composting demonstration programs, and construction and demolition debris recycling.⁴⁶ The City of Los Angeles is currently diverting 76 percent of its waste from landfills.⁴⁷ The City has adopted the goal of achieving 70 percent diversion by 2015, 90 percent by 2025, and zero waste by 2030.

The Project Site is currently developed with a church and surface parking areas. As such, the Project Site currently generates solid waste. The Project would remove the

⁴² County of Los Angeles, Department of Public Works. *Los Angeles County Integrated Waste Management Plan 2012 Annual Report*, August 2013.

⁴³ This total excludes the estimated remaining capacity at the Puente Hills Landfill, which closed on October 31, 2013.

⁴⁴ This total excludes the remaining disposal capacity at the Calabasas Landfill, which is only open to portions of the City that do not include the Project Site.

⁴⁵ County of Los Angeles, Department of Public Works. *Los Angeles County Integrated Waste Management Plan 2012 Annual Report*, August 2013, Appendix E-1.

⁴⁶ City of Los Angeles, *Solid Waste Integrated Resource Plan FAQ*; www.zerowaste.lacity.org/files/info/fact_sheet/SWIRPFAQS.pdf, accessed January 28, 2014.

⁴⁷ City of Los Angeles, Bureau of Sanitation, *Solid Resources*, www.lacitysan.org/solid_resources/recycling/index.htm, accessed January 29, 2014.

existing church and surface parking areas and construct in their place up to 410 multi-family residential units and approximately 10,000 square feet of community-serving retail and restaurant uses within three new buildings. The construction activities necessary to build the Project would generate debris, some of which may be recycled to the extent feasible. As part of the Project, construction materials would be recycled in accordance with the City of Los Angeles Green Building Code (Ordinance No. 181,480), which requires a minimum construction waste reduction of approximately 50 percent. Materials that could be recycled or salvaged include asphalt, glass and concrete. Debris not recycled could be accepted at the unclassified landfill within Los Angeles County. Specifically, it is estimated that approximately 165,000 cubic yards (cy) of export material (e.g., concrete and asphalt surfaces) and soil would be hauled from the Project Site during the demolition and excavation phase. Since the unclassified landfill in the County does not generally have capacity issues, the inert landfill serving the Project Site would have sufficient capacity to accommodate Project construction solid waste disposal needs.

As shown in Table B-3, Estimated Project Solid Waste Generation, on page B-46, based on the City's solid waste generation factors, the Project would generate approximately 5,298 lbs/day of solid waste upon completion. The waste generation factors utilized do not account for recycling or other waste diversion measures, and as such, the estimated solid waste generated by the Project is conservative. In addition, this estimate is conservative as it does not account for the net effect of existing solid waste generated by the church. The estimated solid waste generated by the Project would represent approximately 0.03 percent of the daily solid waste disposed of by the City of Los Angeles in 2012 (the most recent year for which data is available).⁴⁸ Furthermore, it represents approximately 0.02 percent of the remaining daily disposal capacity of the County's Class III landfills. As discussed below, in accordance with the City of Los Angeles Space Allocation Ordinance (Ordinance No. 171,687), the Project would also provide a designated recycling area for Project residents to facilitate recycling, which would further reduce the Project's waste stream.

Based on the above, the landfills that serve the Project Site would have adequate capacity to accept the solid waste that would be generated by construction and operation of the Project. Impacts would be less than significant and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

⁴⁸ *The City of Los Angeles disposed of approximately 3.08 million tons of waste in 2012 at Class III landfills yielding an average daily disposal of 8,446 tons or 16,892,116 lbs/day. Source: County of Los Angeles, Public Works Department, Solid Waste Information System, Report for Yearly In-County Jurisdictions Solid Waste Disposal Report (Including Exports) By In-County and Out-of-County Facilities, <http://dpw.lacounty.gov/epd/swims/disposal/reports.aspx>, accessed January 29, 2014.*

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

Proposed Land Use	Units	Generation Rate^a	Total Solid Waste Generated (lbs/day)
Residential ^b	410 du	12.23 lbs/du/day	5,014
Retail and Restaurant	27 employees ^c	10.53 lbs/employee/day	284
Total			5,298

du = dwelling unit
sf = square feet
^a *City of Los Angeles CEQA Thresholds Guide, 2006, page M.3-2.*
^b *The City of Los Angeles CEQA Thresholds Guide does not provide separate rates for condominium units and apartment units.*
^c *Los Angeles Unified School District, 2012 Developer Fee Justification Study, February 9, 2012, Table 11. Based on the employee generation rate for "Neighborhood Shopping Center" land uses, which is 0.00271 employees per average square foot.*
Source: Matrix Environmental, 2014.

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

Less Than Significant Impact. Solid waste management in the State is primarily guided by the California Integrated Waste Management Act of 1989 (AB 939) which emphasizes resource conservation through reduction, recycling, and reuse of solid waste. AB 939 establishes an integrated waste management hierarchy consisting of (in order of priority): (1) source reduction; (2) recycling and composting; and (3) environmentally safe transformation and land disposal. Further, Assembly Bill 341 (AB 341), which became effective on July 1, 2012, requires businesses and public entities that generate four cubic yards or more of waste per week and multi-family dwellings with five or more units to recycle. The purpose of AB 341 is to reduce greenhouse gas emissions by diverting commercial solid waste from landfills and expand opportunities for recycling in California. Additionally, in March 2006, the City Council adopted RENEW LA, a 20-year plan with the primary goal of shifting from waste disposal to resource recovery within the City, resulting in "zero waste" by 2030. The "blueprint" of the plan builds on the key elements of existing reduction and recycling programs and infrastructure, and combines them with new systems and conversion technologies to achieve resource recovery (without combustion) in the form of traditional recyclables, soil amendments, renewable fuels, chemicals, and energy. The plan also calls for reductions in the quantity and environmental impacts of residue material disposed in landfills.

The Project would be consistent with the applicable regulations associated with solid waste. Specifically, the Project would provide adequate storage areas in accordance with the City of Los Angeles Space Allocation Ordinance (Ordinance No. 171,687), which requires that developments include a recycling area or room of specified size on the Project Site.⁴⁹ The Project would also promote compliance with AB 939, AB 341, and City waste diversion goals by providing clearly marked, source sorted receptacles to facilitate recycling. Since the Project would comply with federal, State, and local statutes and regulations related to solid waste, no impacts would occur and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

h. Other utilities and service systems?

Less Than Significant Impact. The Project Site is currently developed with a church and surface parking areas. The Project would remove the existing church, surface parking, and circulation areas and construct in their place up to 410 multi-family residential units and approximately 10,000 square feet of community-serving retail and restaurant uses within three new buildings. The following analysis estimates the Project's electricity and natural gas usage and evaluates the capacity of existing and projected supplies and infrastructure to serve the Project's estimated demand.

Electricity transmission to the Project Site is provided and maintained by LADWP through a network of utility poles and underground utility lines. Multiple electrical service conduit distribution systems with available capacity for new services are located along both Hollywood Boulevard and La Brea Avenue. In addition, Hollywood Boulevard has a major distribution network serving the Project area. As shown in Table B-4 on page B-48, with buildout of the Project, the on-site electricity demand would be approximately 7,071,815 kilowatt-hours (kWh) of electricity per year. This estimate is conservative as it does not account for the net effect of existing electricity consumed by the church and on-site pole-mounted, low-level security lighting fixtures. LADWP has confirmed that the Project's electricity demand can be served by the facilities in the Project area.⁵⁰ With regard to supply, LADWP forecasts that its total energy sales in the 2018–2019 fiscal year will be 22,807 gigawatt-hours (GWh) of electricity.^{51,52} Therefore, the Project's electricity

⁴⁹ Ordinance No. 171,687, adopted by the Los Angeles City Council on August 6, 1997.

⁵⁰ City of Los Angeles Department of Water and Power (LADWP), Will Serve Letter for 7107 Hollywood Boulevard, Los Angeles, January 9, 2014. Refer to Appendix 4 in Appendix IS-5 of this Initial Study.

⁵¹ LADWP defines its future electricity supplies in terms of sales that will be realized at the meter.

⁵² LADWP, 2013 Power Integrated Resource Plan, Appendix A, Table A-1, https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-integratedresourceplanning/a-p-irp-documents?_afLoop=83568369824000&_afWindowMode=0&_afWindowId=fnn6vh5ib_1#%40%3F_afWindowId%3Dfnn6vh5ib_1%26_afLoop%3D83568369824000%26_afWindowMode%3D0%26_adf.ctrl-state%3Dnfhspegv1_4, accessed August 6, 2014.

Table B-4
Estimated Project Electricity Demand

Proposed Land Use	Units	Consumption Rate^a (kWh/sf/year)	Total Electricity Consumption (kWh/year)
Residential	410 du	5,626.5	2,306,865
Retail	10,000 sf	13.55	135,500
Parking Garage	440,900 sf	10.50 ^b	4,629,450
Total			7,071,815
<hr/> <i>du = dwelling unit</i> <i>sf = square feet</i> <i>kWh = kilowatt-hour</i> ^a <i>Electricity consumption factors based on Table A9-11-A of SCAQMD CEQA Air Quality Handbook, April 1993.</i> ^b <i>Corresponding rate not available for this land use. Therefore, the “miscellaneous” rate was applied.</i> <i>Source: Psomas, 2014.</i>			

demand would represent approximately 0.03 percent of LADWP’s projected sales for the Project’s build-out year. As such, LADWP would have adequate supplies to serve the Project’s electricity demand. Impacts with regard to electrical supply and infrastructure capacity would be less than significant and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

Natural gas service is provided to the Project Site by the Southern California Gas Company (SoCalGas). As shown in Table B-5 on page B-49, with buildout of the Project, the Project is estimated to consume approximately 3,790,035 cubic feet per month (cf/month) or approximately 126,335 cubic feet per day of natural gas. SoCalGas has confirmed that the Project’s natural gas demand can be served by the facilities in the Project area.⁵³ The annual natural gas supply within SoCalGas’s service area is estimated to be approximately 2,617 million cubic feet per day (mmcf/day) in 2018.^{54,55} Therefore, the Project’s natural gas demand would represent approximately 0.005 percent of SoCalGas’s forecasted natural gas supply for the Project build-out year. Impacts with regard to natural

⁵³ *Southern California Gas Company, Will Serve Letter for 7107 Hollywood Boulevard, Los Angeles, January 8, 2014. See Appendix 5 in Appendix IS-5 of this Initial Study.*

⁵⁴ *Based on a linear interpolation of 2015–2020 data.*

⁵⁵ *California Gas and Electric Utilities, 2012 California Gas Report, July 2012, page 105, www.socalgas.com/regulatory/documents/cgr/2012%20CGR_Final.pdf, accessed August 6, 2014.*

**Table B-5
Estimated Project Natural Gas Demand**

Proposed Land Use	Units	Consumption Rate^a (cf/sf/month)	Total Gas Consumption (cf/month)
Residential	410 du	4,011.5	1,644,715
Retail	10,000 sf	2.9	29,000
Parking Garage	440,900 sf	4.8 ^b	2,116,320
Total			3,790,035
<hr/> <i>du = dwelling unit</i> <i>sf = square feet</i> <i>cf = cubic feet</i> ^a <i>Natural Gas consumption factors based on Table A9-12-A of SCAQMD <u>CEQA Air Quality Handbook</u>, April 1993.</i> ^b <i>Corresponding rate not available for this land use. Therefore, the "hotel/motel" rate was applied as it is the highest and most conservative rate available.</i> <i>Source: Psomas, 2014.</i>			

gas supply and infrastructure capacity would be less than significant and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

It should be noted that the above estimates do not account for the various energy conservation measures that would be incorporated in the Project in order to comply with the City of Los Angeles Green Building Code (Ordinance No. 181,480) and the sustainability intent of the U.S. Green Building Council's Leadership in Energy and Environmental Design program. Therefore, this analysis likely overstates the potential impacts of the Project.

With respect to Appendix F of the CEQA Guidelines, the Project is a prime candidate to meet the U.S. Green Building Council's (USGBC) Leadership in Energy Efficiency and Design (LEED) standards for certification of environmentally sustainable buildings, as described in Attachment A, Project Description, of this Initial Study. The Project would incorporate LEED[®] features achieving Silver certification under the 2009 USGBC's LEED-NC[®] Rating System. In addition, the Project would work towards the goal of achieving LEED[®] Gold certification. Design features that could be implemented would include, but not be limited to, light emitting diode (LED) and other efficient lighting technology; energy efficient heating, ventilation and cooling equipment; and Energy Star rated products and appliances. In addition, the Project would incorporate a variety of water conservation features that would also promote energy conservation. Furthermore, the Project would include a Transportation Demand Management Plan that would promote the

use of alternative transportation to reduce automobile trips and and/or overall vehicle miles traveled generated by the Project. Overall, the Project would be designed and constructed in accordance with state and local green building standards that would serve to reduce the energy demand of the Project. In addition, based on the above, the Project's energy demand would be within the existing and planned electricity and natural gas capacities of LADWP and SoCalGas, respectively. Therefore, development of the Project would not cause wasteful, inefficient, and unnecessary consumption of energy and would be consistent with the intent of Appendix F of the CEQA Guidelines.

XVIII. Mandatory Findings of Significance

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

Potentially Significant Impact. Based on the analysis contained in this Initial Study, the Project could result in potentially significant impacts with regard to the following subject areas: aesthetics; air quality; cultural resources; geology and soils; greenhouse gas emissions; land use and planning; noise; public services; recreation; transportation/circulation; and utilities (water). Therefore, the Project has the potential to degrade the quality of the environment. An EIR will be prepared to analyze and document these potentially significant impacts. Feasible mitigation measures will be recommended to reduce identified significant impacts.

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

Potentially Significant Impact. The potential for cumulative impacts occurs when the independent impacts of the Project are combined with impacts from other development to result in impacts that are greater than the impacts of the Project alone. Located within the vicinity of the Project Site are other current and reasonably foreseeable projects whose development, in conjunction with that of the Project, may contribute to potential cumulative impacts. Impacts of the Project on both an individual and cumulative basis will be addressed in an EIR for the following subject areas: aesthetics; air quality; cultural resources; geology and soils; greenhouse gas emissions; land use and planning; noise; public services; recreation; transportation/circulation; and utilities (water and wastewater).

With regard to cumulative effects for the issues of agricultural resources, biological resources, hazards and hazardous materials, hydrology and water quality, mineral resources, population and housing, and other utilities (i.e., solid waste, electricity, and natural gas), the Project would not combine with related projects or other cumulative growth to result in significant cumulative impacts. With respect to agricultural resources and mineral resources, the Project would have no impact to these resources, and therefore could not combine with other projects to result in cumulative impacts. With respect to biological resources, hazards and hazardous materials, and water quality, these resource areas are generally site specific and need to be evaluated within the context of each individual project. Furthermore, related projects would be required to comply with existing regulatory requirements and the City's building permit review and approval process, which address these subjects. In addition, with regard to hydrology, the Project would not increase peak flows during the 25-year and 50-year storm events. Thus, the project would not contribute to cumulative impacts on downstream infrastructure.

With regard to population and housing, solid waste, electricity, and natural gas, the Project's incremental contribution to potential cumulative impacts would not be cumulatively considerable. As discussed in the analysis above, the 1,000 net new residents generated by the Project would represent approximately 1.3 percent of the population growth forecasted by SCAG in the City of Los Angeles Subregion between 2014 and 2018, and the Project's new residential units would constitute up to approximately 0.7 percent of the housing growth forecasted between 2014 and 2018. The Project's solid waste generation would represent approximately 0.02 percent of the remaining daily disposal capacity of the County's Class III landfills. In addition, since the unclassified landfill in the County does not generally have capacity issues, the inert landfill serving the related projects would have sufficient capacity to accommodate construction solid waste disposal needs. With regard to operational solid waste disposal needs, based on the 2012 CoIWMP Annual Report, the County anticipates that future disposal needs can be adequately met through 2027, which is well past the Project's build-out year. The Project's electricity demand would represent up to approximately 0.03 percent of LADWP's projected sales for the Project's build-out year. The Project's natural gas demand would represent up to approximately 0.005 percent of SoCalGas's forecasted natural gas supply for the Project buildout year. It should be noted that LADWP and SoCalGas's future supply forecasts as based on population projections developed by SCAG, and as such, account for anticipated ambient growth in the Project's cumulative service area. Thus, cumulative impacts for these subject areas would be less than significant, and no further evaluation of these topics in an EIR is required.

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

Potentially Significant Impact. Based on the analysis contained in this Initial Study, the Project could result in potentially significant impacts with regard to the following subject areas: aesthetics; air quality; cultural resources; geology and soils; greenhouse gas emissions; land use and planning; noise; public services; transportation/circulation; and utilities (water and wastewater). As a result, these potential effects will be analyzed further in an EIR.