



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

7500 Sunset Boulevard Project

Case Number: ENV-2014-1707-EIR

Project Location: 7500–7528 W. Sunset Boulevard and 7550–7580 W. Sunset Boulevard, Los Angeles, California, 90046

Council District: 4

Project Description: Faring Capital, the Applicant, proposes to develop a new mixed-use project with 236 residential dwelling units above 30,000 square feet of ground-floor commercial uses (the Project) in the Hollywood Community of the City of Los Angeles. These new uses, which would comprise approximately 210,288 square feet of floor area, would be located on two adjacent sites (referred to as the West Site and the East Site) that together comprise approximately 1.64 acres. The West Building would total approximately 127,050 square feet of floor area, with a 3:1 FAR. The East Building would include approximately 83,238 total square feet of floor area, with a 3:1 FAR. The fourth and fifth levels in each building would step back from the lower three levels along Sunset Boulevard. The East Building proposes a maximum height of 65 feet, and the West Building proposes a maximum height of 66 feet 9 inches at its highest point. To provide for the new uses, approximately 39,939 square feet of low-rise commercial uses and surface parking would be removed.

APPLICANT:
Faring Capital

PREPARED BY:
Matrix Environmental, LLC

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

November 2014

Table of Contents

	<u>Page</u>
INITIAL STUDY AND CHECKLIST	
ATTACHMENT A: PROJECT DESCRIPTION	A-1
ATTACHMENT B: EXPLANATION OF CHECKLIST DETERMINATIONS	B-1

APPENDICES

Appendix A	Phase I and Phase II Site Assessment
Appendix B	Hazards Memorandum
Appendix C	Utility Technical Report

List of Figures

<u>Figure</u>		<u>Page</u>
Figure A-1	Project Location Map.....	A-2
Figure A-2	Aerial Photograph of the Project Vicinity	A-4
Figure A-3	Conceptual Site Plan.....	A-7

List of Tables

<u>Table</u>		<u>Page</u>
Table A-1	Summary of Proposed Floor Areaa	A-6
Table B-1	Proposed On-Site Wastewater Flow	B-38
Table B-2	Estimated Project Solid Waste Generation.....	B-42
Table B-3	Estimated Project Electricity Demand	B-44
Table B-4	Estimated Project Natural Gas Demand.....	B-45

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 City of Los Angeles Department of City Planning	COUNCIL DISTRICT 4	DATE November 2014
----------------------------------------------------------------------------	------------------------------	------------------------------

RESPONSIBLE AGENCIES

PROJECT TITLE/NO.
7500 Sunset Boulevard

CASE NO.
ENV-2014-1707-EIR

PREVIOUS ACTIONS CASE NO.

- DOES have significant changes from previous actions.
 DOES NOT have significant changes from previous actions.

PROJECT DESCRIPTION:

Faring Capital, the Applicant, proposes to develop a new mixed-use project with 236 residential dwelling units above 30,000 square feet of ground-floor commercial uses (the Project) in the Hollywood Community of the City of Los Angeles. These new uses, which would comprise approximately 210,288 square feet of floor area, would be located on two adjacent sites (referred to as the West Site and the East Site) that together comprise approximately 1.64 acres. The West Building would total approximately 127,050 square feet of floor area, a 3:1 FAR. The East Building would include approximately 83,238 total square feet of floor area, with a 3:1 FAR. The fourth and fifth levels in each building would step back from the lower three levels along Sunset Boulevard. The East Building proposes a maximum height of 65 feet and the West Building proposes a maximum height of five stories and 66 feet, 9 inches feet at the highest point. To provide for the new uses, approximately 39,939 square feet of low-rise commercial uses and surface parking would be removed.

ENVIRONMENTAL SETTING:

The Project Site is located in a highly urbanized area on a stretch of Sunset Boulevard generally comprised of retail, restaurant, and office uses. Uses to the immediate west and east of the Project Site include low-rise commercial uses zoned C4-1D. Multi-family uses zoned R3-1 are located directly south of both the West Site and East Site. Single-family uses zoned R1 are located approximately 260 feet north and 500 feet west of the West Site and approximately 260 feet north of the East Site. Gardner Elementary School is approximately 350 feet north of the Project Site along Gardner Street and Hawthorne Avenue north of Sunset Boulevard. Publicly owned property, including Fire Station No. 41 and a strip of land currently used by Los Angeles Department of Transportation for surface parking, is located along Gardner Street, directly south of the East Site.

PROJECT LOCATION

7500–7528 W. Sunset Boulevard, Los Angeles, CA 90046 (APN 5550-025-014) and 7550–7580 W. Sunset Boulevard, Los Angeles, CA 90046 (APN Nos. 5550-026-003; 5550-026-004; 5550-026-023)

PLANNING DISTRICT

Hollywood

STATUS:

- PRELIMINARY
 PROPOSED _____
 ADOPTED 1988

EXISTING ZONING
C4-1D

MAX. DENSITY ZONING
Please refer to Attachment A

DOES CONFORM TO PLAN

PLANNED LAND USE & ZONE C4-1D	MAX. DENSITY PLAN Please refer to Attachment A	<input type="checkbox"/> DOES NOT CONFORM TO PLAN
SURROUNDING LAND USES Neighborhood Office Commercial, Residential, Public Facilities	PROJECT DENSITY 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

Jason Illouliau (Fairing Property Group, Inc.) on behalf of Jerry Illouliau (Amboise Properties, Inc./Sierra Sunset Properties LLC)

PHONE NUMBER

(424) 332-1111 / (310) 652-1481

PROPONENT ADDRESS

8687 Melrose Avenue, Suite B538 West Hollywood, CA 90069

AGENCY REQUIRING CHECKLIST

City of Los Angeles, Department of City Planning

DATE SUBMITTED

November 2014

PROPOSAL NAME (If Applicable)

7500 Sunset Boulevard

 **ENVIRONMENTAL IMPACTS**

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

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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	Potentially Significant Unless 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 type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

VI. GEOLOGY AND SOILS. Would the project:

a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving :				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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	Potentially Significant Unless 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 type="checkbox"/> | <input checked="" 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	Potentially Significant Unless 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	Potentially Significant Unless 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	Potentially Significant Unless 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 type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input 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"/>
-----------------------------------------------------------------------------------------------------	--------------------------	--------------------------	-------------------------------------	--------------------------

	Potentially Significant Impact	Potentially Significant Unless 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input 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

1. Introduction

Faring Capital, the Applicant, proposes to develop a new mixed-use project with 236 residential dwelling units above 30,000 square feet of ground-floor commercial uses (the Project) in the Hollywood Community of the City of Los Angeles. These new uses, which would comprise approximately 210,288 square feet of floor area, would be located on two adjacent sites (referred to herein as the West Site and the East Site) that together comprise approximately 1.64 acres. To provide for the new uses, approximately 39,939 square feet of low-rise commercial uses and surface parking would be removed.

2. Project Location and Setting

a. Project Location

As shown in Figure A-1 on page A-2, the Project Site is located in the Hollywood Community of the City of Los Angeles, approximately seven miles northwest of downtown Los Angeles and approximately 10 miles east of the Pacific Ocean. Primary regional access is provided by the Hollywood Freeway (US-101), which runs north-south approximately two miles to the east of the Project Site. Major arterials providing regional access to the Project Site vicinity include Sunset Boulevard, Fairfax Avenue, Hollywood Boulevard, La Brea Avenue, and Fountain Avenue. The Project Site is specifically bounded by Sunset Boulevard to the north, Curson Avenue to the west, and Gardner Street to the east.

b. Surrounding Uses

The Project Site is located in a highly urbanized area on a stretch of Sunset Boulevard generally comprised of retail, restaurant, and office uses. Uses to the immediate west and east of the Project Site include low-rise commercial uses zoned C4-1D. Multi-family uses zoned R3-1 are located directly south of both the West Site and the East Site. Single-family uses zoned R1 are located approximately 260 feet north and 500 feet west of the West Site and approximately 260 feet north of the East Site. Gardner Elementary School is approximately 350 feet north of the Project Site along Gardner Street and Hawthorne Avenue north of Sunset Boulevard. Publicly owned property, including Fire

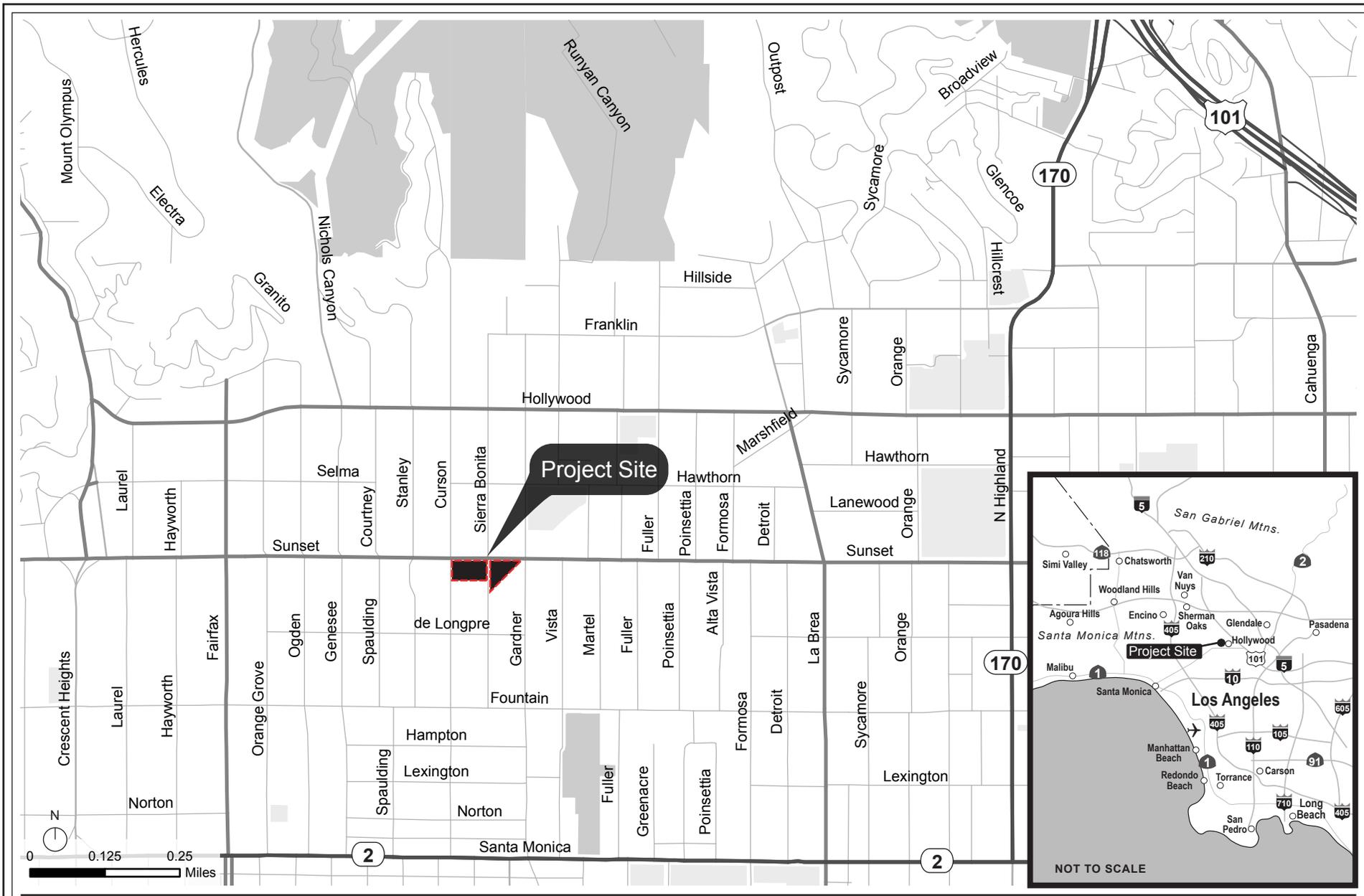


Figure A-1
Project Location Map

Source: Los Angeles County GIS, 2014.

Station No. 41 and a strip of land currently used by Los Angeles Department of Transportation (LADOT) for surface parking, is located along Gardner Street, directly south of Site 2.

c. Existing Project Site Conditions

(1) Existing Conditions

As shown in Figure A-2 on page A-4, the Project Site is comprised of the West Site and the East Site, which are located south of Sunset Boulevard and are bisected by Sierra Bonita Avenue. The West Site is located at 7550–7580 Sunset Boulevard and is comprised of approximately 43,206 square feet of gross lot area and 42,350 square feet of net lot area (after required dedications). The East Site is located at 7500–7528 Sunset Boulevard and is comprised of approximately 28,221 square feet of gross lot area and 27,746 square feet of net lot area (after required dedications). Thus, the Project Site includes approximately 70,096 total square feet of net lot area.

The Project Site is currently occupied by 39,939 square feet of low-rise commercial uses and surface parking, all of which would be removed to accommodate the Project. Landscaping within the Project Site is limited. One non-native fig tree with an 18-inch trunk is located within the Project Site, and ten non-native trees, including Palms, Magnolia, and Eucalyptus, are located outside of the property line along Sunset Boulevard.

(2) Existing Land Use and Zoning

The Project Site is located within the planning boundary of the Hollywood Community Plan (Community Plan), adopted in December 1988. Under the Hollywood Community Plan, the Project Site is predominantly designated Neighborhood Commercial with the exception of a 4,686-square-foot triangular parcel located on East Site, which is designated Medium Residential.

The entire Project Site is zoned by the Los Angeles Municipal Code (LAMC) as C4-1D (Commercial) zone. The Commercial zones permit a wide array of land uses, such as retail stores, offices, hotels, schools, parks, and theaters. The C4 zone also permits any land use permitted in the R4 (Multiple Residential) zone, which includes one-family dwellings, two-family dwellings, apartment houses, and multiple dwellings with a minimum lot area of 400 square feet per dwelling unit. In addition the “D” limitation of the Project Site’s zoning restricts the floor area of the site to one times the area of the lot.



Figure A-2
Aerial Photograph of the Project Vicinity

3. Description of the Project

a. Project Overview

As shown in Table A-1 on page A-6, the Project would develop 236 residential dwelling units above 30,000 total square feet of ground-floor commercial uses that would include up to 10,000 square feet of restaurant uses. These new uses, which would comprise approximately 210,080 square feet of floor area, would be located on two sites that together comprise approximately 1.64 acres. In addition, three-levels of subterranean parking would be provided to accommodate the proposed residential and commercial uses. To provide for the new uses, approximately 39,939 square feet of low-rise commercial uses and surface parking would be removed. A more detailed description of the Project is provided below.

The West Site would be developed with a mixed-use building comprised of 142 residential units and approximately 16,000 square feet of commercial uses that would include up to 5,000 square feet of restaurant uses. The proposed building would range in height from three to five levels above grade, with a maximum height of 66 feet 9 inches. The fourth and fifth levels would step back from the lower three levels along Sunset Boulevard. In addition, to enhance pedestrian activity along Sunset Boulevard, the commercial uses would be located at the ground floor. Parking would be provided within three subterranean levels below the commercial uses. The building would comprise approximately 127,050 square feet of floor area, with a 3:1 FAR. In addition, residential amenities would include a 935-square-foot fitness center, a 5,300-square-foot central courtyard with seating areas and landscaping, a 500-square-foot entry court, three roof decks that total 2,215 square feet, and 6,050 square feet of private balcony open space.

The East Site would be developed with approximately 94 residential units and 14,000 square feet of commercial uses that would include up to 5,000 square feet of restaurant uses. As with The West Site, the building would range in height from three to five stories above grade, with the fourth and fifth levels stepped back along Sunset Boulevard. The maximum height of the building would be 65 feet. Parking would also be provided in a three-level subterranean parking garage. Overall, the building would include approximately 83,238 total square feet of floor area, with a 3:1 FAR. In addition, residential amenities would include a 711-square-foot fitness center, a 3,453-square-foot central courtyard with pool, deck, seating areas and landscaping, two roof decks that total 1,176 square feet, and 2,300 square feet of private balcony open space.

As shown in Figure A-3 on page A-7, additional Project amenities for both sites would include outdoor dining areas and enhanced pedestrian facilities that would include shade- and drought-tolerant landscaping along Sunset Boulevard.

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

Land Use	Floor Area (sf)
West Site	
Residential	111,050 sf (142 DU)
Restaurant	5,000 sf
Retail	11,000 sf
<i>West Site Total</i>	<i>127,050 sf</i>
East Site	
Residential	69,238 sf (94 DU)
Restaurant	5,000 sf
Retail	9,000 sf
<i>East Site Total</i>	<i>83,238 sf</i>
Total	210,288 sf
<p><i>sf = square feet</i> <i>DU = dwelling unit</i> ^a <i>Except where otherwise noted, square footage is calculated pursuant to the LAMC definition of floor area for the purpose of calculating FAR. In accordance with LAMC Section 12.03, floor area is defined as "[t]he area in square feet confined within the exterior walls of a building, but not including the area of the following: exterior walls, stairways, shafts, rooms housing building-operating equipment or machinery, parking areas with associated driveways and ramps, space for the landing and storage of helicopters, and basement storage areas."</i> Source: KFA, 2014.</p>	

b. Lighting and Signage

Project signage would be designed to be aesthetically compatible with the proposed architecture of the site and other signage in the area. Proposed signage would include monument or mounted project identity signage, building and commercial tenant signage, and general ground-level and wayfinding pedestrian signage, as permitted per the Hollywood Community Plan. Wayfinding signs would be located at parking garage entrances, elevator lobbies, vestibules, and residential corridors. No off-premises billboard advertising is proposed as part of the Project. In addition, the existing billboard on-site would be removed.

Exterior lighting along the public areas would include pedestrian-scale fixtures and elements. Project lighting would incorporate low-level exterior lights adjacent to buildings and along pathways for security and wayfinding purposes. In addition, low-level lighting to accent signage, architectural features, and landscaping elements would be incorporated



throughout the site. Project lighting will be designed to provide for efficient, effective, and aesthetically pleasing lighting solutions that would minimize light trespass from the Project Site. All on-site exterior lighting would be automatically controlled to illuminate only when required and would be shielded or directed toward areas to be illuminated and, thereby, limit spillover onto nearby residential areas. In addition, all interior lighting would be equipped with occupancy sensors that would automatically extinguish and/or dim lights when not in use.

All 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.

c. Access and Circulation

The main vehicular access to the commercial components of the Project would be provided from driveways along Sierra Bonita Avenue and the publicly owned parking lot off Gardner Street. Residents would access the West Site from a driveway on Curson Avenue and the East Site from a driveway along Sierra Bonita Avenue. These access points would provide two-way ingress and egress for vehicles. Left turns and right turns would be permitted upon entry and exit.

d. Parking

Parking for the proposed uses would be provided in accordance with LAMC requirements, with permitted reductions for providing adequate bicycle parking, pursuant to the recently enacted Los Angeles Bicycle Parking Ordinance. Approximately 321 parking spaces would be provided for the residential and additional project uses, approximately 145 parking spaces would be provided for the commercial uses, and six replacement public parking spaces provided on the ground floor of the East building.

e. Sustainability Features

The Project is based on principles of smart growth and environmental sustainability, as evidenced by its mixed-use nature; the site's proximity to the Hollywood, Sunset Boulevard, and Fairfax corridor employment hubs and the availability of existing infrastructure to service the proposed uses. The new buildings would be designed and constructed to incorporate environmentally sustainable design features equivalent to a minimum Silver certification under the U.S. Green Building Council's LEED-H[®] or LEED-NC[®] Rating System (January 1, 2011). Such LEED[®] features would include energy-efficient buildings, a pedestrian- and bicycle-friendly site design, and water conservation

measures. The Project would also incorporate an environmentally sustainable design using green building technologies that involve more resource-efficient modes of construction adhering to the principles of energy efficiency, water conservation, environmentally preferable building materials, and overall waste reduction.

4. Project Construction and Scheduling

Construction of the Project would commence with demolition of the existing surface parking lot, 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. Project construction is anticipated to be completed in 2017. The estimated depths of excavation expected for the subterranean parking and building foundations would be approximately 34 to 35 feet below grade. It is estimated that approximately 83,290 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. Construction of the two Sites would be expected to occur simultaneously, thereby condensing the overall construction timeframe and reducing the duration of potential construction related impacts. 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 LADOT review and approval.

5. Necessary Approvals

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

- Mixed-Use Conditional Use Permit to permit an FAR of 3:1 across the Project Site (LAMC Section 12.24V.1);
- Density Bonus “on-menu” incentive to permit a 20-percent reduction in required open space (LAMC Section 12.22A.25);
- Site Plan Review approval to allow a net increase of more than 50 residential dwelling units (LAMC Section 16.05);
- Conditional Use Permit for Alcohol (on-site consumption) (LAMC Section 12.24W.27);

- Vesting Tentative Tract Map to create three (3) commercial condominium units and two (2) residential airspace lots (LAMC Section 17.15); and
- Other discretionary and ministerial permits and approvals that may be deemed necessary.

Attachment B



Explanation of Checklist Determinations

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 two mixed-use buildings, ranging from three to five stories, on a site that is currently occupied with low-rise commercial uses and surface parking areas. The Project 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. While the Project Site includes some ornamental trees and landscaping, the majority of the Project Site consists of paved and developed surfaces. Furthermore, there are no unique geologic or topographic features located on the Project

Site, such as hilltops, ridges, hillslopes, canyons, ravines, rock outcrops, water bodies, streambeds, or wetlands. However, an analysis of the potential for the Project to include historic resources as not yet been prepared and will be prepared as part of the EIR. Thus, this issue will be further evaluated as part of the EIR.

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 and quality of the Project Site and its surroundings by developing two mixed-use buildings ranging from three to five stories on a site that is currently developed with low-rise commercial uses 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 existing low-rise commercial uses 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 within the lower levels with residential uses located above, including architectural lighting, signage lighting, interior lighting, and security and wayfinding lighting. In addition, the Project would include new buildings that would introduce nighttime lighting and have the potential to shade adjacent land uses that may be sensitive to shading. Therefore, the EIR will provide further analysis of the Project's potential impacts with regard to 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 and is developed with commercial uses, surface parking, and circulation areas. No agricultural uses or operations occur on-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. As such, the Project would not convert farmland to non-agricultural use. No impacts would occur and no mitigation measures would be required. No further analysis 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 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 analysis 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. Further, the Project is not zoned for timberland or forest land. Therefore, the Project would not rezone forest land or timberland as defined by the Public Resources Code. No impacts would occur and no mitigation measures would be required. No further analysis of this topic in an EIR is required.

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

¹ City of Los Angeles Department of City Planning, *Zone Information and Map Access System (ZIMAS)*, <http://zimas.lacity.org/>, accessed June 14, 2014.

No Impact. As mentioned 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 analysis 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 within an urbanized area. 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 analysis 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 ten microns in size [PM_{10}],² particulate matter less than 2.5 microns in size [$PM_{2.5}$], and lead³). 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 transportation, the economy,

² A redesignation request to Attainment for the 24-hour PM_{10} standard is pending with the United States Environmental Protection Agency (USEPA).

³ Partial Nonattainment designation for the Los Angeles County portion of the Basin only.

community development and the environment.⁴ 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 an 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

⁴ 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. Thus, 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 low-rise commercial uses 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 area, 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 analysis 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 low-rise commercial uses 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 analysis 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 low-rise commercial uses 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 analysis 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 low-rise commercial uses 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 one fig tree with an 18-inch trunk diameter, which may be removed with implementation of the Project. Adjacent to the property line, 10 trees are located along Sunset Boulevard, which would be protected in place. Although unlikely, these trees could potentially provide nesting sites for migratory birds. Nonetheless, the Project would 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 analysis 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)?

No Impact. The City of Los Angeles Protected Tree Ordinance (Chapter IV, Article 6 of the LAMC) regulates the relocation or removal of all California native oak trees (excluding scrub oak), California black walnut trees, Western sycamore trees, and California Bay trees of at least 4 inches in diameter at breast height. These native 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 discussed above, the Project Site includes one fig tree with an 18-inch trunk diameter that may be removed with implementation of the Project. In addition, 10 trees are located along Sunset Boulevard adjacent to the property line. These off-site trees are anticipated to be protected in place. The on and off-site trees are comprised of Palm trees, Magnolia trees, Fig trees, and Eucalyptus trees. Thus, none of the on-site or adjacent off-site trees are California native oak trees, California black walnut trees, Western sycamore trees, or California Bay trees that are protected trees as set forth under the City of Los Angeles Protected Tree Ordinance. In addition, the Project Site is not subject to any other local policies or ordinances protecting biological resources. Thus, the Project would

not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. It should also be noted that if removal is determined to be necessary, the Project would replace the street trees in accordance with the requirements of the City of Los Angeles Urban Forestry Division. Therefore, no impacts to protected trees would occur, and no mitigation measures would be required. No further analysis 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 low-rise commercial uses 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 analysis 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 buildings are not listed in the California Register, designated as a local Monument, or included in a local registrar of historical resources. However, given the age of the buildings, the EIR will include further analysis of this topic.

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

Less Than Significant Impact. Section 15064.5(a)(3)(D) of the CEQA Guidelines generally defines archaeological resources as any resource that “has yielded, or may be likely to yield, information important in prehistory or history.” Archaeological resources are features, such as tools, utensils, carvings, fabric, building foundations, etc., that document evidence of past human endeavors and that may be historically or culturally important to a significant earlier community. The Project Site is located within an urbanized area of the City of Los Angeles and has been subject to grading and development in the past. Thus, surficial archaeological resources that may have existed at one time have likely been previously disturbed. However, the following Regulatory Compliance Measures are recommended to ensure that the Project’s potential impact on any previously undiscovered archaeological resources is addressed:

Regulatory Compliance Measure V-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.

Regulatory Compliance Measure V-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.

Regulatory Compliance Measure V-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.

In compliance with existing regulatory requirements identified above, Project activities would not disturb, damage, or degrade potential unique archaeological resources or archaeological sites considered to be historic resources. 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 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 PRC 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. As described above, the Project Site has been subject to grading and development in the past. However, the Project would require grading and excavation and the possibility exists that paleontological artifacts, that were not recovered during prior construction or other human activity, may be present. Thus, the following mitigation measure is recommended to ensure that the Project's potential impact on paleontological resources is addressed:

Mitigation Measure V-1: If any paleontological materials are encountered during the course of the Project development, work in the area shall be halted. The services of a qualified paleontologist shall be secured by contacting the Los Angeles County Natural History Museum to assess the resources. In addition, a report on the paleontological findings shall be prepared by the qualified paleontologist and a copy of the paleontological report shall be submitted to the Los Angeles County Natural History Museum.

Thus, with compliance with regulatory requirements, 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. 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, to be conservative, the following Regulatory Compliance Measure is recommended to ensure that the Project's potential impact on any previously undiscovered human remains is addressed:

Regulatory Compliance Measure V-4: 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 identified above, 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. The Project Site is not within a currently established Alquist-Priolo Earthquake Fault Zone for surface fault rupture hazards.⁵ In addition, the Project Site is not located within a City-designated Fault Rupture Study Area.⁶ No active or potentially active faults with the potential for surface fault rupture are known to pass directly beneath the Project Site. The closest active fault is the Hollywood Fault, which is believed to be located approximately 0.5 mile from the Project Site. Therefore, the potential for surface rupture due to faulting occurring beneath the Project Site is considered low. 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. As previously stated, the closest active fault is the Hollywood Fault, which is believed to be located approximately 0.3 mile from the Project Site. The Project would increase the amount of development on-site, thereby increasing the number 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.

⁵ City of Los Angeles Department of City Planning, ZIMAS, Parcel Profile Report, <http://zimas.lacity.org/>, accessed June 4, 2014.

⁶ Los Angeles General Plan Safety Element, Exhibit A, Alquist-Priolo Special Study Zones & Fault Rupture Study Areas, page 47 (November 1996).

iii. Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction involves a sudden loss in strength of saturated, cohesionless soils that are subject to ground vibration and results in temporary transformation of the soil to a fluid mass. If the liquefying layer is near the surface, the effects are much like that of quicksand for any structure located on it. If the layer is deeper in the subsurface, it may provide a sliding surface for the material above it. Liquefaction typically occurs in areas where the soils below the water table are composed of poorly consolidated, fine- to medium-grained, primarily sandy soil. In addition to the requisite soil conditions, the ground acceleration and duration of the earthquake must also be of a sufficient level to induce liquefaction. The current standard of practice requires liquefaction analysis to a depth of 50 feet below the lowest portion of a proposed structure.⁷

The Seismic Hazards Maps of the State of California does not classify the Project Site as part of a potentially liquefiable area.⁸ This determination is based on groundwater depth records, soil type, and distance to a fault capable of producing a substantial earthquake. Additionally, the Project Site is not located in an area susceptible to liquefaction as mapped by the City of Los Angeles.⁹ Therefore, the potential for liquefaction to occur at the Project Site is considered to be low. Nevertheless, as the potential for seismic activity exists, the EIR will include a more detailed analysis of this issue.

iv. Landslides?

No Impact. The Project Site is characterized by a relatively flat topography with minimally sloping terrain. In addition, the Project Site is not located in a landslide area as mapped by the City of Los Angeles, or within an area identified as having a potential for slope instability.¹⁰ Furthermore, the Project does not propose substantial alteration to the existing topography. Therefore, no impacts would occur and no mitigation measures would be required. No further evaluation in an EIR is required.

⁷ Southern California Earthquake Center, University of Southern California, *Recommended Procedures for Implementation of DMG Special Publication 117A, Guidelines for Analyzing and Mitigating Liquefaction in California*, March 1999.

⁸ California Division of Mines and Geology, 1999, *Seismic Hazard Zone Hollywood 7.5-Minute Quadrangle, Los Angeles County, California*.

⁹ Los Angeles General Plan Safety Element, Exhibit B, *Areas Susceptible to Liquefaction*, page 49 (November 1996).

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

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

Less Than 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. However, construction activities would occur in accordance with erosion control requirements, including grading and dust control measures, imposed by the City pursuant to grading permit regulations. Specifically, Project construction would comply with the Los Angeles Building Code, which requires necessary permits, plans, plan checks, and inspections to ensure that the Project would reduce the sedimentation and erosion effects. In addition, as discussed below under Checklist Question IX, Hydrology and Water Quality, the Project would be required to have an erosion control plan approved by the LADBS, as well as a Storm Water Pollution Prevention Plan (SWPPP) pursuant to the National Pollutant Discharge Elimination System (NPDES) permit requirements. As part of the SWPPP, Best Management Practices (BMPs) would be implemented during construction to reduce sedimentation and erosion levels to the maximum extent possible. In addition, Project construction contractors would be required to comply with City grading permit regulations, which require necessary measures, plans, and inspections to reduce sedimentation and erosion. With compliance with regulatory requirements that include the implementation of BMPs, impacts would be less than significant and no mitigation measures would be required. No further evaluation in an EIR is required.

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, 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. Also refer to Response to Checklist Question No. VI(a)(iii) regarding liquefaction.

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

Potentially Significant Impact. Expansive soils are typically associated with fine-grained clayey soils that have the potential to shrink and swell with repeated cycles of wetting and drying. The Project Site may contain soils that are considered to have a moderate expansion potential. Therefore, further analysis of this issue will be provided 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 in an EIR is required.

VII. Greenhouse Gas Emissions

Would the project:

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

Potentially Significant Impact. Gases that trap heat in the atmosphere are called greenhouse gases, since they have effects that are analogous to the way in which a greenhouse retains heat. Greenhouse gases are emitted by both natural processes and human activities. The accumulation of greenhouse gases in the atmosphere 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 gas emissions, 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 and Phase II Assessment* prepared for the Project by California Environmental, September 2014, and the Hazards Memorandum, prepared by California Environmental, September 2014. These reports are included in Appendix A and B, respectively.

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 with Mitigation Incorporated. As described in the Phase I and Phase II Assessment and the Hazards Memorandum, provided in Appendices A and B, given the prior uses of the Project Site, hazardous substances may have been used on portions of the site. Specifically on portions of the West Site, low concentrations of fuel volatile organic compounds (VOCs) were detected in shallow soil at 1451 Sierra Bonita Avenue, which is occupied by an existing auto repair shop. Thus, the City of Los Angeles Fire Department (LAFD) was contacted to obtain files containing underground storage tank (UST) records and industrial waste files for the Project Site. The LAFD has indicated that a 200-gallon waste oil tank was removed from the 1451 Sierra Bonita Avenue parcel in 1999. A tank closure memo was included in the file that indicated no contamination was

encountered during the tank removal process. The removed UST is considered a historical recognized environmental condition (HREC) in connection with the Project Site. In addition, to ensure that potential hazards associated with the presence of petroleum/VOCs are fully addressed, Mitigation Measure VIII-1 is included below.

The Phase I and Phase II Assessment also indicated that a former film processing facility, located at 7520 Sunset Boulevard, contained *de minimis* concentrations of VOC. Thus, no additional assessment is recommended at the 7520 Sunset Boulevard parcel.

Further, the Project Site contains a former dry cleaner location containing solvent impacts in the subsurface. The presence of elevated concentrations of PCE in the soil and soil gas samples beneath the 7580 Sunset Boulevard parcel, indicate a release has occurred at the former dry cleaning facility. However, since groundwater is expected to be greater than 75 feet bgs (and possibly as deep as 150 feet) it is considered unlikely the groundwater has been impacted by the release. Nonetheless, Mitigation Measure VIII-2 is provided below to ensure construction impacts with regard to PCE and VOC impacted soils would be less than significant.

Based on the age of the existing buildings on the Project Site, there is a potential that asbestos containing materials (ACMs) and lead-based paint (LBP) are present on-site. However, 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. Any ACMs and/or LBPs would be removed by a licensed abatement contractor in accordance with all federal, State and local regulations prior to renovation or demolition. Mandatory compliance with applicable federal and State standards and procedures would reduce risks associated with LBP and ACMs to acceptable levels. Therefore, a less than significant impact associated with exposure to these materials would occur.

The Project Site is not within a Methane Zone or Methane Buffer Zone identified by the City.¹¹ Therefore, there is a negligible risk of subsurface methane release.

As discussed above, Project operation would involve the limited use of hazardous materials that are typically used in residential and commercial developments (e.g., cleaning solutions, solvents, pesticides for landscaping, painting supplies, and petroleum products). Construction of the Project would also involve the temporary use of potentially hazardous

¹¹ City of Los Angeles Department of City Planning, ZIMAS, Parcel Profile Report, <http://zimas.lacity.org/>, accessed September 8, 2014.

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. Operation impacts would be less than significant and no mitigation measures would be required.

Based on the above, with compliance with regulatory requirements and the mitigation measures below, the Project would not result in a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment. Impacts would be less than significant with mitigation incorporated. No further evaluation of this topic in an EIR is required.

Mitigation Measure VIII-1: A State of California licensed environmental professional firm shall monitor the soil excavation from 1451 Sierra Bonita Avenue for the presence of petroleum/VOCs. The upper 2-5 feet of soil in this area should be managed as non-hazardous impacted soils unless cleared as clean by the environmental professional.

Mitigation Measure VIII-2: Removal and proper disposal of any identified PCE impacted soil at the 7580 Sunset Boulevard parcel shall be implemented under the direction of a State of California licensed environmental professional. The professional shall monitor and, if necessary, segregate the VOC impacted soil removed from the subterranean garage excavation in conformity with all applicable regulatory requirements.

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. Gardner Elementary School is approximately located 350 feet north of the Project Site at 7450 Hawthorn Boulevard. As discussed above, construction of the Project would involve the temporary use of potentially hazardous materials, including vehicle fuels, paints, oils, and transmission fluids. Additionally, Project operation would involve the limited use of hazardous materials typically used in the maintenance of office and retail uses (e.g., cleaning solutions, solvents, pesticides for landscaping, painting supplies, and petroleum products). However, all potentially hazardous materials would be used, stored, and disposed of in accordance with manufacturers' specifications and in compliance with applicable federal, State, and local regulations. As such, 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?

No Impact. The Phase I ESA included a review of various federal, State, and tribal environmental databases as well as a review of local environmental records. None of the addresses associated with the Project Site were listed in the databases or records searched for the Phase I ESA. Therefore, no significant impacts would occur 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 a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

No Impact. The Project Site is not located within 2 miles of an airport or within an airport planning area. 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 2 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.¹² The nearest disaster routes are Santa Monica Boulevard approximately 0.6 mile to the south and Laurel Canyon Boulevard approximately 0.7 mile to the west. While it is

¹² *Los Angeles General Plan Safety Element, Exhibit H, Critical Facilities and Lifeline Systems, page 61 (November 1996).*

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 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 Fire District 1, which is an area of the City wherein additional developmental regulations are required to be implemented to address fire hazards.¹³ However, there are no wildlands located adjacent to the Project Site. In addition, the Project Site is located in an urbanized area and would be developed with new structures that would comply with LAFD requirements. Therefore, 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.

¹³ *City of Los Angeles Department of City Planning, ZIMAS, Parcel Profile Report, <http://zimas.lacity.org/>, accessed June 26, 2014. 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.*

IX. Hydrology and Water Quality

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 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 in an EIR is required.

During operation, the Project would introduce sources of potential stormwater pollution that are typical of residential and commercial developments (e.g., cleaning solvents, pesticides for landscaping, and petroleum products associated with parking and circulation areas). 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.

Based on the geotechnical report, the existing site soils are a mixture of sand, silt, and clay.¹⁴ Further, based on the civil engineering technical report, due to the presence of clay and the large footprint of the building, the likely treatment option would be biofiltration.¹⁵ The treatment methods are expected to include the use of filtration planter boxes using varying layers of mulch, soil, and gravel to filter runoff before discharging to the public system. Based on preliminary calculations the Project would require about 3,020 square feet of planter boxes. With implementation of the required BMPs, impacts to water quality during operation would be less than significant. No further evaluation 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. According to the California Geological survey (1998), the historic high groundwater level beneath the site was greater than 100 feet below the existing ground surface. Grading would consist of excavation of up to approximately a maximum of 35 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 located in an urbanized area and is developed with low-rise commercial uses and surface parking areas with minimal landscaping. Approximately 99.6 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 introduce new landscaping to the Project Site which would decrease the amount of impervious surface area on-site from 99.6 percent to approximately 95 percent. As such,

¹⁴ *Geotechnologies, Inc, Environmental Impact Report, Soils and Geology Issues, Proposed Mixed Use Development, 7500 through 7528, and 7550 through 7580 West Sunset Boulevard, Los Angeles, California, May 30, 2014.*

¹⁵ *KPFF Consulting Engineers, 7500 Sunset Boulevard Mixed Use: Civil Engineering Initial Study Data, August 7, 2014.*

construction and operation of the Project would not substantially affect groundwater levels beneath the Project Site, including depleting groundwater supplies or resulting in a substantial net deficit in the aquifer volume or lowering of the local groundwater table. Therefore, impacts on groundwater would be less than significant, and no mitigation measures would be required. No further evaluation of this topic in 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 consists of low-rise commercial and surface parking areas with minimal landscaping. Impervious surface area covers approximately 99.6 percent of the Project Site. The Project Site is not crossed by any water courses or rivers. Existing storm water runoff from the Project Site is conveyed by sheet flow to the gutter of either Curson Avenue or Sierra Bonita Avenue. The existing Project Site is general flat with a two to three percent slope, draining mainly from north to south across the existing surface parking lots. Storm water runoff from the Project Site would be conveyed by new onsite storm drain pipes and curb drains and/or connect to City catch basin on Sunset Boulevard, Curson Avenue, or Sierra Bonita Avenue. The drainage design for the Site would include Los Angeles City approved filtration planter boxes throughout the Project Site to capture runoff from the proposed building roofs and other impervious areas.

The Los Angeles County Department of Public Works (LACDPW) Hydrology Manual requires that a storm drain conveyance system be designed for a 25-year storm event and that the combined capacity of a storm drain and street flow system accommodate flow from a 50-year storm event. The existing Project Site has a 50-year storm flow of approximately 5.28 cubic feet per second (cfs). The Project would increase the amount of landscaped surfaces on the Project Site, which would decrease the percentage of impervious surface area on the Project Site by 4.6 percent (i.e., from 99.6 percent to 95 percent). Thus, stormwater flows from the Project Site would not increase with implementation of the Project. Additionally, during operation, the Project would implement BMPs to ensure compliance with SUSMP and LID requirements, as discussed above. 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.^{16,17} 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 and where the potential for flooding is minimal. 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

¹⁶ *Federal Emergency Management Agency, Flood Insurance Rate Map, Map Number 06037C1605F, September 26, 2008, accessed July 28, 2014.*

¹⁷ *Los Angeles General Plan Safety Element, Exhibit F, 100-Year & 500-Year Flood Plain, page 57 (November 1996).*

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.¹⁸ 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. The Project Site is approximately 10 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.¹⁹ 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 on a stretch of Sunset Boulevard generally comprised of retail, restaurant, and office uses. Multi-family housing zoned R3-1 is located directly south of both Site #1 and Site #2. Single-family homes zoned R1, are located approximately 260 feet north and 500 feet west of Site #1 and roughly 260 feet north of Site #2. Gardner Elementary School is approximately 350 feet north of the Project Site along Gardner Street and Hawthorne Avenue north of Sunset Boulevard. In addition, publicly-owned property, including Fire Station No. 41 and a strip of land currently used by Los Angeles Department of

¹⁸ *Los Angeles General Plan Safety Element, Exhibit G, Inundation & Tsunami Hazard Areas, page 59 (November 1996).*

¹⁹ *Ibid.*

Transportation (LADOT) for surface parking, is located along Gardner Street, directly south of Site #2. Generally, dense residential and commercial development is focused along the major arterial of Sunset Boulevard, while lower density mixed-use areas interspersed with residential uses are located along the adjacent collector streets.

The Project would develop a new mixed-use project with 236 residential dwelling units above 30,000 total square feet of ground floor commercial uses (the Project) across two adjacent sites. 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 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 Mixed-Use Conditional Use Permit to permit an FAR of 3:1 across the Combined Project Site (LAMC Section 12.24V.1); a Density Bonus “on-menu” incentive to permit a 20-percent reduction in required open space (LAMC Section 12.22A.25); Site Plan Review approval to allow a net increase of more than 50 residential dwelling units (LAMC Section 16.05); a Conditional Use Permit for Alcohol (on-site consumption) (LAMC Section 12.24W.27); and a Vesting Tentative Tract Map to create three (3) commercial condominium units and two (2) residential airspace lots (LAMC Section 17.15). 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 low-rise commercial uses 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.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 analysis 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?**

²⁰ City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, January 19, 1995. Figure GS-1.

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

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. Additionally, because the Project would introduce new permanent residential and commercial uses to the Project Site, noise levels from on-site sources may increase during Project operation. Additionally, traffic attributable to the Project has the potential to increase noise levels along adjacent roadways. Therefore, further analysis of this topic in an EIR is required.

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 analysis 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, Noise, construction activities associated with the Project would have the potential to temporarily or periodically increase ambient noise levels above existing levels. Therefore, further analysis 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 2 miles of an airport or within an area subject to an airport land use plan. Therefore, no impacts would occur, and no mitigation measures would be required. No further analysis 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. Therefore, no impacts would occur, and no mitigation measures would be required. No further analysis 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 236 new residential 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 2017, the projected occupancy year of the Project, the City of Los Angeles Subregion is anticipated to have a population of approximately 4,016,681 persons.²³ According to the City of Los Angeles Demographic Research Unit, the most recent estimated household size for

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

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

occupied multi-family housing units in the Hollywood Community Plan area is 2.15 persons per unit.²⁴ Applying this factor, development of up to 236 units would result in a net increase of approximately 507 residents. The 507 estimated net new residents generated by the Project would represent approximately 0.8 percent of the population growth forecasted by SCAG in the City of Los Angeles Subregion between 2014 and 2017. Therefore, the Project's residents would be well within SCAG's population projection for the Subregion.

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 2017, the projected occupancy year of the Project, the City of Los Angeles Subregion is anticipated to have approximately 1,431,553 households. Thus, the Project's new residential units would constitute up to approximately 0.6 percent of the housing growth forecasted between 2014 and 2017. 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 236 new residential dwelling units, the Project would help to fulfill this demand.

With regard to employment, the Project's 30,000 square feet of community-serving retail and restaurant uses would generate approximately 81 employees, based on employee generation rates promulgated by the Los Angeles Unified School District (LAUSD).²⁶ According to the 2012 RTP, the employment forecast for the City of Los Angeles Subregion in 2014 is approximately 1,785,912 employees.²⁷ In 2017, the projected occupancy year of the Project, the City of Los Angeles Subregion is anticipated to have approximately 1,830,149 employees. Thus, the Project's 81 estimated employees would constitute approximately 0.18 percent of the employment growth forecasted between 2014 and 2017. 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.

²⁴ Los Angeles Department of City Planning, Demographic Research Unit, *Statistical Information, Local Population and Housing Estimates*, <http://cityplanning.lacity.org/DRU/HomeLocl.cfm>, accessed June 17, 2014. The most recent data available are for the year 2009.

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 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.

²⁷ Based on a linear interpolation of 2010–2015 data.

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.

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 analysis 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 analysis 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 236 residential units would result in an increase of approximately 507 residents. Thus, the Project has the potential to result in an increased demand for fire protection services. Therefore, the EIR will provide analysis of this topic.

b. Police protection?

Potentially Significant Impact. Development of up to 236 residential dwelling units under the Project would result in a net increase of approximately 507 residents. As a result, the Project may result in an increased demand for police protection services

provided by the Los Angeles Police Department (LAPD). Therefore, the EIR will provide analysis of this topic.

c. Schools?

Potentially Significant Impact. Development of 236 residential units would result in an increase of approximately 507 residents. As a result, the Project would generate a demand for LAUSD school facilities. Therefore, the EIR will provide analysis of this topic.

d. Parks?

Potentially Significant Impact. Development of 236 residential units would result in an increase of approximately 507 residents. As a result, the Project may generate additional 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 topic.

e. Other governmental services (including roads)?

Potentially Significant Impact. Development of 236 residential units would result in an increase of approximately 507 residents. As a result, the Project would generate a demand for library services provided by the Los Angeles Public Library (LAPL). Therefore, the EIR will provide analysis of this topic.

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 analysis 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. As discussed above in Checklist Question XIV.d, Public Services, the new residents associated with the Project could result in an increased demand for the existing public parks and recreational facilities that serve the Project Site. Therefore, the EIR will provide analysis of this topic.

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's residential building would include private recreational facilities for the use of Project residents and guests. 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 topic 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. The Metropolitan Transportation Authority (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?

No 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. In addition, the mid-rise structure proposed by the Project would not increase or change air traffic patterns or increase levels of risk with respect to air traffic. Therefore, no impact would occur and no mitigation measures would be required.

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 Project would not result in incompatible uses as the proposed uses are consistent with the type of uses in the Project vicinity. Thus, no impacts would occur and no mitigation measures would be required. No further analysis of this issue 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., Sunset Boulevard, Curson Avenue, Sierra Bonita Avenue, and Gardner Street) 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 topic 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. LADOT's Downtown Area Shuttle (DASH) and the West Hollywood City Line also provide local bus transit service in the Project area. Transit service in the area includes 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, less than 1 mile from the Project Site. Metro bus lines

also provide service within Hollywood. The Project proposes new 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.

XVII. Utilities

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). Wastewater generated during operation of the Project would be collected and discharged into the existing sewer main in Sunset Boulevard and 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 Tillman 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).²⁸ The HTP is designed to treat 450 mgd, with annual increases in wastewater flows limited to 5 mgd by City Ordinance No. 166,060. The HTP currently processes an average of 362 mgd, and therefore has an available capacity of approximately 88 mgd.²⁹

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

²⁸ City of Los Angeles Department of Public Works Bureau of Sanitation. "City of Los Angeles Integrated Resources Plan Executive Summary, December 2006." Website: www.lacity.org/san/irp/documents/Executive_Summary-Overview_of_the_IRP.pdf, accessed July 11, 2014.

²⁹ City of Los Angeles Department of Public Works Bureau of Sanitation, *About Wastewater—Treatment Plants*, www.lacity.org/san/wastewater/factsfigures.htm, accessed July 11, 2014.

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.

The wastewater generated by the Project would be typical of commercial and residential 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.

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 and wastewater systems consist of two components, the source of the water supply or place of sewage treatment, and the conveyance systems (i.e., distribution lines and mains) that link the location of these facilities to an individual development site. Construction of the Project would result in an increased water demand and wastewater generation from the Project Site. With regard to water, the location, condition, and capacity of water conveyance lines will be evaluated in an EIR to determine whether adequate capacity is available to accommodate the required fire flows and domestic water demand generated by the Project.

With regard to wastewater generated by the Project, such wastewater would be conveyed via the existing wastewater conveyance systems for treatment at the HTP. 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-1 on page B-38, based on sewage generation factors established by the City of Los Angeles Department of Public Works, Bureau of Engineering, the Project would generate approximately 27,965 gallons per day or approximately 0.028 mgd upon completion. This estimate is conservative as it does not account for the net effect of existing wastewater generated by the existing low-rise commercial uses that would be removed. The Project's average daily wastewater flow of 0.028 mgd would represent approximately 0.032 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, the Project's net increase in average daily wastewater generation of

**Table B-1
Proposed On-Site Wastewater Flow**

Use	Unit	Generation Factor	GPD
Residential—Studio	81 DU	75 GPD/du	6,075
Residential—1 Bedroom	129 DU	110 GPD/du	14,190
Residential—2 Bedroom	28 DU	150 GPD/du	4,200
Restaurant	10,000 sf	0.30 GPD/sf	3,000
Retail	20,000 sf	0.025 GPD/sf	500
Total Wastewater Generation			27,965
<hr/> <p><i>GPD = gallons per day</i> <i>du = dwelling unit</i> <i>sf = square feet</i> <i>Source: KPFF Consulting Engineers, 2014.</i></p>			

0.028 million gallons per day plus the future Hyperion Service Area flows of approximately 511.5 million gallons per day would represent approximately 93 percent of the Hyperion Service Area's 2020 capacity of 550 million gallons per day.

Sewer service for the Project would be utilizing an existing 10-inch public sewer main that runs east to west on Sunset Boulevard. The sewage from the existing 10-inch line on sunset Boulevard feeds into an 18-inch line on Orange Drive, before discharging into a 30-inch sewer line on Melrose Avenue. Per data received from the Bureau of Engineering, proposed sewer flows for the Project Site have been approved for connection to the existing City sewer system.³⁰

Based on the above, the Project would not exceed the available capacity within the distribution infrastructure that would serve the Project Site and impacts with respect to wastewater infrastructure would be less than significant. No mitigation measures would be required and no further analysis of this topic in an EIR is required.

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

Less Than Significant Impact. See Checklist Question IX.c, Hydrology and Water Quality, above. As discussed therein, stormwater flows from the Project Site would not

³⁰ KPFF Consulting Engineers, 2014.

increase with implementation of the Project, and would be the same in 25-year storm event with a storm flow of approximately 5.28 cfs. Additionally, the Project would provide appropriate on-site drainage improvements to better control runoff. Therefore, the Project would not require the construction of new stormwater drainage facilities or expansion of existing facilities. 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. Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?

Potentially Significant Impact. As previously discussed, the Project would result in an increase in water demand. Thus, further analysis of this issue 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.

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.^{31,32} Of the ten Class III landfills in Los

³¹ County of Los Angeles, Department of Public Works. *Los Angeles County Integrated Waste Management Plan 2012 Annual Report, August 2013.*

³² *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.*

Angeles County, five Class III landfills are open to the City of Los Angeles.³³ 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 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.³⁴ 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, 2012.³⁵ For the Class III landfills open to the City, the remaining total disposal capacity is estimated at 107.52 million tons.³⁶ 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.³⁷ 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

³³ *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.*

³⁴ *County of Los Angeles, Department of Public Works. Los Angeles County Integrated Waste Management Plan 2012 Annual Report, August 2013.*

³⁵ *This total excludes the estimated remaining capacity at the Puente Hills Landfill, which closed on October 31, 2013.*

³⁶ *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.*

³⁷ *County of Los Angeles, Department of Public Works. Los Angeles County Integrated Waste Management Plan 2012 Annual Report, August 2013, Appendix E-1.*

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.³⁸ The City of Los Angeles is currently diverting 76 percent of its waste from landfills.³⁹ 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 low-rise commercial uses and surface parking areas. As such, the Project Site currently generates solid waste. The Project would remove the existing low-rise and surface parking areas and construct in their place 236 residential dwelling units and approximately 30,000 square feet of community-serving retail and restaurant uses. 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 83,290 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-2 on page B-42, based on the City's solid waste generation factors, the Project would generate approximately 3,739 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 likely conservative. In addition, this estimate is conservative as it does not account for the net effect of existing solid waste generated by existing uses. The estimated solid waste generated by the Project would represent approximately 0.02 percent of the daily solid waste disposed of by the City of Los Angeles in 2013 (the most recent year for which data is available).⁴⁰ Furthermore, it represents approximately 0.02 percent of the

³⁸ *City of Los Angeles, Solid Waste Integrated Resource Plan FAQ; www.zerowaste.lacity.org/files/info/fact_sheet/SWIRPFAQS.pdf, accessed June 23, 2014.*

³⁹ *City of Los Angeles, Bureau of Sanitation, Solid Resources, www.lacitysan.org/solid_resources/recycling/index.htm, accessed June 23, 2014.*

⁴⁰ *The City of Los Angeles disposed of approximately 3.29 million tons of waste in 2013 at Class III landfills yielding an average daily disposal of 9,024 tons or 18,048,532 lbs/day. Source: County of Los Angeles, Public Works Department, Solid Waste Information System, Report for 2013 Yearly In-County Jurisdictions Solid Waste Disposal Report (Including Exports) By In-County and Out-of-County Facilities, <http://dpw.lacounty.gov/epd/swims/OnlineServices/reports.aspx>, accessed June 23, 2014.*

**Table B-2
Estimated Project Solid Waste Generation**

Proposed Land Use	Units	Generation Rate^a	Total Solid Waste Generated (lbs/day)
Residential ^b	236 du	12.23 lbs/du/day	2,886
Retail and Restaurant	81 employees ^c	10.53 lbs/employee/day	853
Total			3,739

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.

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.

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 residential 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.⁴¹ 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. Electricity transmission to the Project Site is provided and maintained by LADWP through a network of utility poles and underground utility lines. As shown in Table B-3 on page B-44, with buildout of the Project, the on-site net electricity demand would be approximately 927,957 kilowatt-hours (kWh) of electricity per year. LADWP has confirmed that the Project’s electricity demand can be served by the facilities in the Project area.⁴² With regard to supply, LADWP forecasts that its total energy sales in the 2017–2018 fiscal year will be 22,823 gigawatt-hours (GWh) of electricity.^{43,44} Therefore, the Project’s electricity demand would represent approximately 0.004 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. Thus, impacts with regard to

⁴¹ Ordinance No. 171,687, adopted by the Los Angeles City Council on August 6, 1997.

⁴² City of Los Angeles Department of Water and Power (LADWP), Will Serve Letter for 7556 & 7510 Sunset Boulevard Mixed-Use Project, April 8, 2014. Refer to Appendix IS-A of this Initial Study.

⁴³ LADWP defines its future electricity supplies in terms of sales that will be realized at the meter.

⁴⁴ LADWP, 2013 Power Integrated Resource Plan, Appendix A, Table A-1, 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 7, 2014.

Table B-3
Estimated Project Electricity Demand

Land Use	Units	Electricity Use (KWh/year)
Proposed Residential Units	236 DU	810,607
Proposed Restaurant	10,000 sf	444,325
Proposed Ground Floor Retail	20,000 sf	278,900
Project Total		1,533,832
Existing Project Site Use		605,875
Net Project Total		927,957
<hr/> <i>du = dwelling unit</i> <i>sf = square feet</i> <i>KWh = Kilowatt hour</i> ^a <i>Electricity demand was calculated using SCAQMD's CalEEMod model.</i> <i>Source: Matrix Environmental, 2014.</i>		

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-4 on page B-45, with buildout of the Project, the Project is estimated to consume approximately 290,044 cubic feet per month (cf/month) or approximately 9,668 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.⁴⁵ 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 2017.^{46,47} Therefore, the Project's natural gas demand would represent approximately 0.0004 percent of SoCalGas's forecasted natural gas supply for the Project build-out year. Impacts with regard to natural 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.

⁴⁵ *Southern California Gas Company, Will Serve Letter for 7556 & 7510 Sunset Boulevard Mixed-Use Project, January 8, 2014. See Appendix 5 in Appendix IS-A of this Initial Study.*

⁴⁶ *Based on a linear interpolation of 2015–2020 data.*

⁴⁷ *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-4
Estimated Project Natural Gas Demand^a

Proposed Land Use	Units	Consumption Rate^b (cf/month)
Proposed Residential Units	236 du	106,672
Proposed Restaurant	10,000 sf	181,000
Proposed Ground Floor Retail	20,000 sf	2000
Project Total		290,044
Existing Project Site Use		5,547
Net Project Total		284,497
<hr/> <i>du = dwelling unit</i> <i>sf = square feet</i> <i>cf = cubic feet</i> ^a <i>Natural gas demand was calculated using SCAQMD's CalEEMod model.</i> ^b <i>Proposed Project Land Use calculations may not add up to overall Project Total due to rounding.</i> <i>Source: Matrix Environmental, 2014.</i>		

With respect to CEQA Guidelines, Appendix F: Energy Conservation, page 254-255 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. 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 has the potential to result in significant impacts with regard to the following subject areas: aesthetics; air quality; greenhouse gas emissions, cultural resources, geology and soils; land use and planning; noise; public services; 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; greenhouse gas emissions, cultural resources (historical), geology and soils; land use and planning; noise; public services; transportation/circulation; and utilities (water).

With regard to cumulative effects for the issues of agricultural resources, biological resources, cultural resources (archaeological and paleontological), hazards and hazardous materials, hydrology and water quality, mineral resources, population and housing, and other utilities (i.e., wastewater, 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, biological 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

hazards and hazardous materials, hydrology and water quality, cultural resources, 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 standard mitigation practices during construction, which address these subjects.

With regard to population and housing, wastewater, 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 507 net new residents generated by the Project would represent approximately 0.8 percent of the population growth forecasted by SCAG in the City of Los Angeles Subregion between 2014 and 2017, and the Project's new residential units would constitute up to approximately 0.6 percent of the housing growth forecasted between 2014 and 2017. In addition, the proposed retail use would include a range of full-time and part-time positions that are typically filled by persons already residing in the vicinity of the workplace, and who generally do not relocate their households due to such employment opportunities. Further, the Project would not result in a notable indirect increase in demand for new housing, and any new demand, should it occur, would be minor in the context of forecasted growth for the City of Los Angeles or the Hollywood Community Plan area.

Further, the Project's net increase in average daily wastewater generation of 0.028 million gallons per day plus the future projected Hyperion Service Area flows of approximately 511.5 million gallons per day would represent approximately 93 percent of the Hyperion Service Area's 2020 capacity of 550 million gallons per day. With regard to solid waste, estimated solid waste generated by the Project would represent approximately 0.02 percent of the daily solid waste disposed of by the City of Los Angeles in 2013 (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. Also, based on the 2012 CoIWMP Annual Report, the County anticipates that future solid waste disposal needs can be adequately met through 2027. The Project's electricity demand would represent up to approximately 0.004 percent of LADWP's projected sales for the Project's build-out year. The Project's natural gas demand would represent up to approximately 0.0004 percent of SCGC's forecasted natural gas supply for the Project buildout year. It should be noted that LADWP and SCGC's future supply forecasts as based on population projections developed by SCAG, and as such, account for anticipated

⁴⁸ *The City of Los Angeles disposed of approximately 3.29 million tons of waste in 2013 at Class III landfills yielding an average daily disposal of 9,024 tons or 18,048,532 lbs/day. Source: County of Los Angeles, Public Works Department, Solid Waste Information System, Report for 2013 Yearly In-County Jurisdictions Solid Waste Disposal Report (Including Exports) By In-County and Out-of-County Facilities, <http://dpw.lacounty.gov/epd/swims/OnlineServices/reports.aspx>, accessed June 23, 2014.*

ambient growth in the Project's cumulative service area. Thus, cumulative impacts for these subject areas would be less than significant, and no further analysis 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. As indicated by the analysis above, the Project could result in potentially significant impacts with regard to aesthetics; air quality; greenhouse gas emissions, cultural resources, geology and soils; land use and planning; noise; public services; transportation/circulation; and utilities (water). As a result, these potential effects will be analyzed further in an EIR.