



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

Hollywood Cherokee Project

Case Number: ENV-2013-522-EIR

Project Location: 1718 and 1722–1730 North Las Palmas Avenue; 1719–1719½ and 1727–1727½ Cherokee Avenue, Los Angeles, California, 90028

Council District: 13

Project Description: Hollywood Cherokee Apartments Venture, LLC, the Project Applicant, proposes to construct a four- to six-story, 225-unit residential apartment/condominium building (the Project) on a 1.14-acre site in the Hollywood Community of the City of Los Angeles (the Project Site). The Project Site is specifically located within the City block bounded by North Las Palmas Avenue to the west, Yucca Street to the north, North Cherokee Avenue to the east, and Hollywood Boulevard to the south. The Project consists of approximately 161,700 square feet of new floor area and would replace an existing surface parking lot located approximately 175 feet north of Hollywood Boulevard between Cherokee Avenue and Las Palmas Avenue. A four-level parking garage comprised of one street level and three subterranean levels would be located below the residential levels and would provide a total of 412 parking spaces. The Project would also include a residential lobby and leasing area, approximately 378 square feet of ground-floor commercial space to serve Project residents and guests, a gym, a rooftop swimming pool, and landscaped courtyards.

APPLICANT:

Hollywood Cherokee
Apartments Venture, LLC

PREPARED BY:

Matrix Environmental, LLC

ON BEHALF OF:

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

OCTOBER 2013

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CITY OF LOS ANGELES

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

CALIFORNIA ENVIRONMENTAL QUALITY ACT INITIAL STUDY AND CHECKLIST

(Article IV B City CEQA Guidelines)

LEAD CITY AGENCY City of Los Angeles Department of City Planning	COUNCIL DISTRICT 13	DATE October 2013
RESPONSIBLE AGENCIES To be determined		
PROJECT TITLE/NO. Hollywood Cherokee Project	CASE NO. CPC-2013-521-DB-SPR ENV-2013-522-EAF	
PREVIOUS ACTIONS CASE NO.	<input type="checkbox"/> DOES have significant changes from previous actions. <input type="checkbox"/> DOES NOT have significant changes from previous actions.	

PROJECT DESCRIPTION:

Hollywood Cherokee Apartments Venture, LLC proposes to construct a four- to six-story, 225-unit residential apartment/condominium building (Project) on a 1.14-acre site (Project Site) in the Hollywood Community of the City of Los Angeles. The Project Site is specifically located within the City block bounded by North Las Palmas Avenue to the west, Yucca Street to the north, North Cherokee Avenue to the east, and Hollywood Boulevard to the south. The Project consists of approximately 161,700 square feet of new floor area and would replace an existing surface parking lot located approximately 175 feet north of Hollywood Boulevard between Cherokee Avenue and Las Palmas Avenue. A four-level parking garage (three levels below grade and one level on grade) would provide a total of 412 parking spaces. The Project would also include a residential lobby and leasing area, approximately 378 square feet of ground-floor commercial space to serve Project residents and guests, a gym, a rooftop swimming pool, and landscaped courtyards.

ENVIRONMENTAL SETTING:

The irregularly-shaped Project Site is comprised of four contiguous parcels bounded by a 3-story hotel use and 3-story residential use to the north, Cherokee Avenue to the east, 1- and 2-story commercial uses and an associated surface parking lot to the south, and Las Palmas Avenue to the west. The surrounding area is highly urbanized and includes a mixture of low- to high-rise buildings, both historic and modern, occupied primarily by tourist and entertainment-related commercial uses and multi-family residential development. The areas north and east of the Project Site primarily consist of multi-family residential uses and community-serving uses, including the Yucca Community Center and Mini Park and the Las Palmas Senior Citizen Center. Numerous restaurants, shops, theaters, and nightclubs line Hollywood Boulevard to the south of the Project Site, which is part of the historic Hollywood Walk of Fame, including Musso and Frank and the Supper Club. The buildings and surface parking lot immediately south of the Project Site are the rear of the 6600 block of Hollywood Boulevard and include contributing structures in the Hollywood Boulevard Commercial and Entertainment District listed in the National Register of Historic Places. The area south of Hollywood Boulevard is comprised of a varied mix of commercial, residential, and educational uses, including Selma Avenue Elementary School and Hollywood High School, both located within a 0.25-mile radius of the Project Site. Dense commercial development lines Highland Avenue and Hollywood Boulevard to the west of the Project Site. The Hollywood and Highland shopping center and entertainment complex is located less than 0.25 mile from the Project Site at the corner of Hollywood Boulevard and Highland Avenue.

PROJECT LOCATION

1718 and 1722-1730 North Las Palmas Avenue; 1719-1719½ and 1727-1727½ Cherokee Avenue, Los Angeles, CA 90028

PLANNING DISTRICT

Hollywood

STATUS:

- PRELIMINARY
- PROPOSED
- ADOPTED June 2012

EXISTING ZONING C4-2D-SN and [Q]R5-2D	MAX. DENSITY ZONING Please refer to Attachment A.	<input checked="" type="checkbox"/> DOES CONFORM TO PLAN <input type="checkbox"/> DOES NOT CONFORM TO PLAN <input type="checkbox"/> NO DISTRICT PLAN
PLANNED LAND USE & ZONE Regional Center Commercial and High Density Residential; C4-2D-SN and [Q]R5-2D	MAX. DENSITY PLAN Please refer to Attachment A.	
SURROUNDING LAND USES Residential, commercial, and community-serving uses	PROJECT DENSITY Please refer to Attachment A.	

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

Planning Assistant

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

Hollywood Cherokee Apartment Venture, LLC

PHONE NUMBER

(310) 312-8020

PROPONENT ADDRESS

11601 Wilshire Boulevard, Suite 1650, Los Angeles, CA 90025

AGENCY REQUIRING CHECKLIST

City of Los Angeles, Department of City Planning

DATE SUBMITTED

October 2013

PROPOSAL NAME (If Applicable)

Hollywood Cherokee Project



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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input 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	<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
Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				
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"/>
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"/>

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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IV. BIOLOGICAL RESOURCES. Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, regulations by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh vernal pool, coastal, etc.) Through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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 | <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
pursuant to State CEQA §15064.5?				
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

VI. GEOLOGY AND SOILS. 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
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VII. GREENHOUSE GAS EMISSIONS. Would the project:

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

VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

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

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" 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"/>
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 a manner which would result in flooding on- or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
X. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>
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"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
other performance objectives for any of the public services:				
a. Fire protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Police protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Schools?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Parks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Other 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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"/>
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input 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
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	October 2013

Attachment A
Project Description



Attachment A: Project Description

A. Introduction

Hollywood Cherokee Apartments Venture, LLC, the Project Applicant, proposes to construct a four- to six-story, 225-unit residential apartment/condominium building (the Project) on a 1.14-acre site in the Hollywood Community of the City of Los Angeles (the Project Site). The Project Site is specifically located within the City block bounded by North Las Palmas Avenue to the west, Yucca Street to the north, North Cherokee Avenue to the east, and Hollywood Boulevard to the south. The Project consists of approximately 161,700 square feet (sf) of new floor area and would replace an existing surface parking lot located approximately 175 feet north of Hollywood Boulevard between Cherokee Avenue and Las Palmas Avenue. A four-level parking garage comprised of one street level and three subterranean levels would be located below the residential levels and would provide a total of 412 parking spaces. The Project would also include a residential lobby and leasing area, approximately 378 sf of ground-floor commercial space to serve Project residents and guests, a gym, a rooftop swimming pool, and landscaped courtyards.

B. Project Location and Surrounding Uses

The Project Site is located in the Hollywood Community of the City of Los Angeles, approximately 5 miles northwest of downtown Los Angeles and approximately 12 miles east of the Pacific Ocean. Primary regional access is provided by US 101 (Hollywood Freeway), which runs southeast-northwest approximately 1 mile to the northeast of the Project Site. The major arterials providing regional and sub-regional access to the Project Site vicinity include Hollywood Boulevard, Sunset Boulevard, La Brea Avenue, Highland Avenue, and Cahuenga Boulevard.

The irregularly-shaped Project Site is comprised of four contiguous parcels bounded by a 3-story hotel use and 3-story residential use to the north, Cherokee Avenue to the east, 1- and 2-story commercial uses and an associated surface parking lot to the south, and Las Palmas Avenue to the west. The surrounding area is highly urbanized and includes a mixture of low- to high-rise buildings, both historic and modern, occupied primarily by tourist and entertainment-related commercial uses and multi-family residential development. Rubix Hollywood, a 6-story, multi-family residential use, is located directly west of the Project Site across Las Palmas Avenue. The Jefferson at Hollywood Luxury

Apartments, another 6-story, multi-family residential use, is located west of Rubix Hollywood across McCadden Place. The areas north and east of the Project Site primarily consist of multi-family residential uses including the 3-story residential building referred to as Cherokee Studios, and community-serving uses, including the Yucca Community Center and Mini Park and the Las Palmas Senior Citizen Center. Numerous restaurants, shops, theaters, and nightclubs line Hollywood Boulevard to the south of the Project Site, which is part of the historic Hollywood Walk of Fame. The buildings and surface parking lot immediately south of the Project Site are the rear of the 6600 block of Hollywood Boulevard and include contributing structures in the Hollywood Boulevard Commercial and Entertainment District, a historic district that is listed in the National Register of Historic Places and the California Register of Historical Resources. The area south of Hollywood Boulevard is comprised of a varied mix of commercial, residential, and educational uses, including Selma Avenue Elementary School and Hollywood High School, both located within a 0.25-mile radius of the Project Site. Dense commercial development lines Highland Avenue and Hollywood Boulevard to the west of the Project Site. The Hollywood and Highland shopping center and entertainment complex is located less than 0.25 mile from the Project Site at the corner of Hollywood Boulevard and Highland Avenue. The Hollywood/Highland Red Line Station, part of the Los Angeles County Metropolitan Transportation Authority (Metro) rail system, is also located at this intersection. The Project area is characterized by considerable pedestrian activity.

A map of the Project Site and the surrounding area is provided in Figure A-1 on page A-3. An aerial photograph is provided in Figure A-2 on page A-4. As shown on Figure A-2, the four parcels that make up the 1.14-acre Project Site are referred to as Parcel 1 (0.21 acre), Parcel 2 (0.21 acre), Parcel 3 (0.24 acre), and Parcel 4 (0.48 acre), beginning at the southwesterly parcel and moving counterclockwise.

C. Existing Project Site Conditions

The Project Site contains an active surface parking lot with a total of 137 spaces. Access to the parking lot is provided by one entering driveway on Las Palmas Avenue and one exiting driveway on Cherokee Avenue. With the exception of two ornamental planters along Cherokee Avenue and a small strip of weed cover and one palm tree along the northern property line, the Project Site is paved with asphalt surface. Four ornamental street trees flank the Project Site (two on Cherokee Avenue and two on Las Palmas Avenue). The Project Site slopes gently to the south with approximately 6 feet of vertical relief across the property. The existing site plan is provided in Figure A-3 on page A-5. Photographs of existing conditions on the Project Site are provided in Figure A-4 on page A-6.

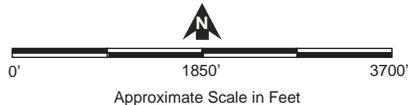
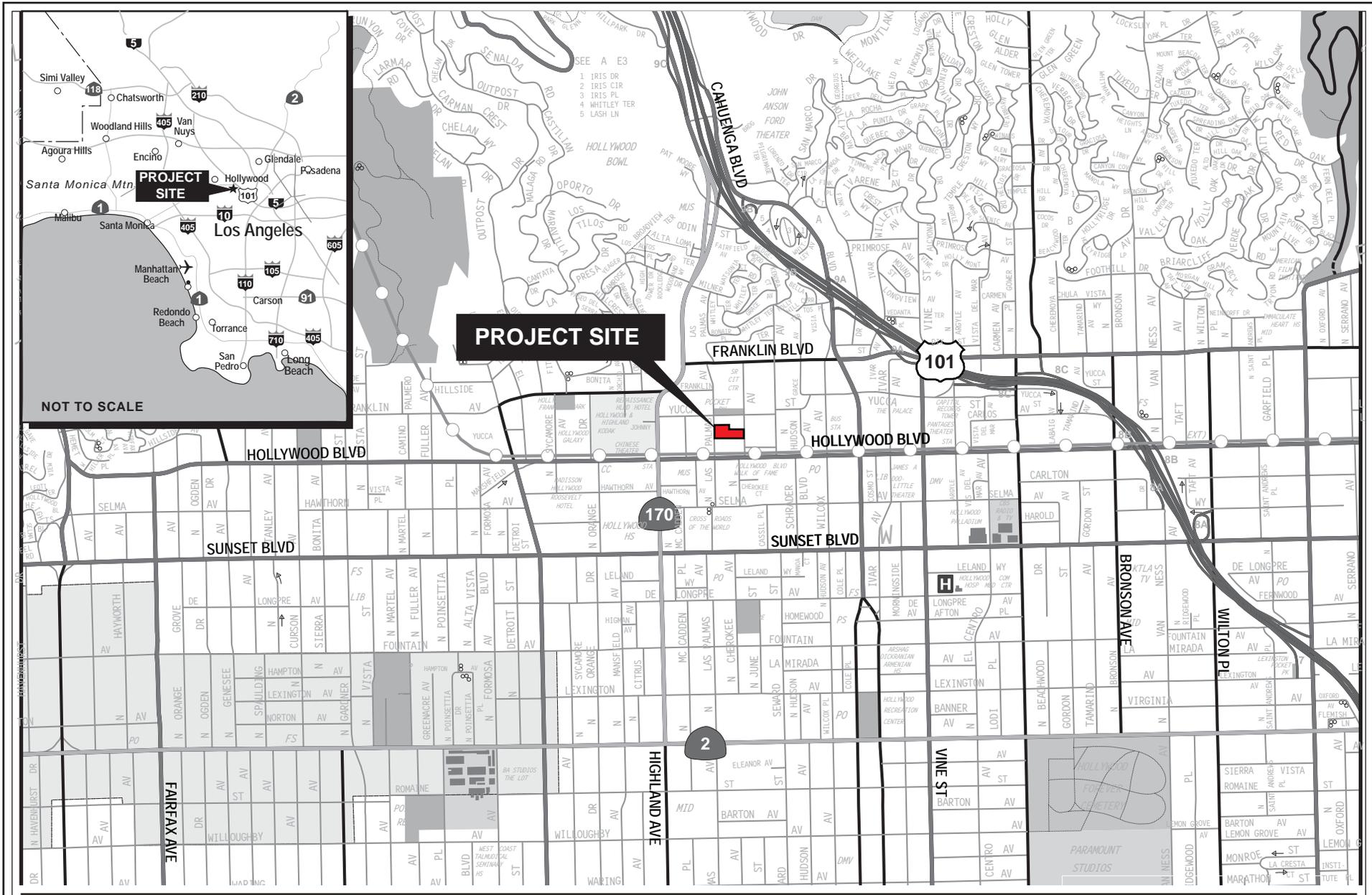
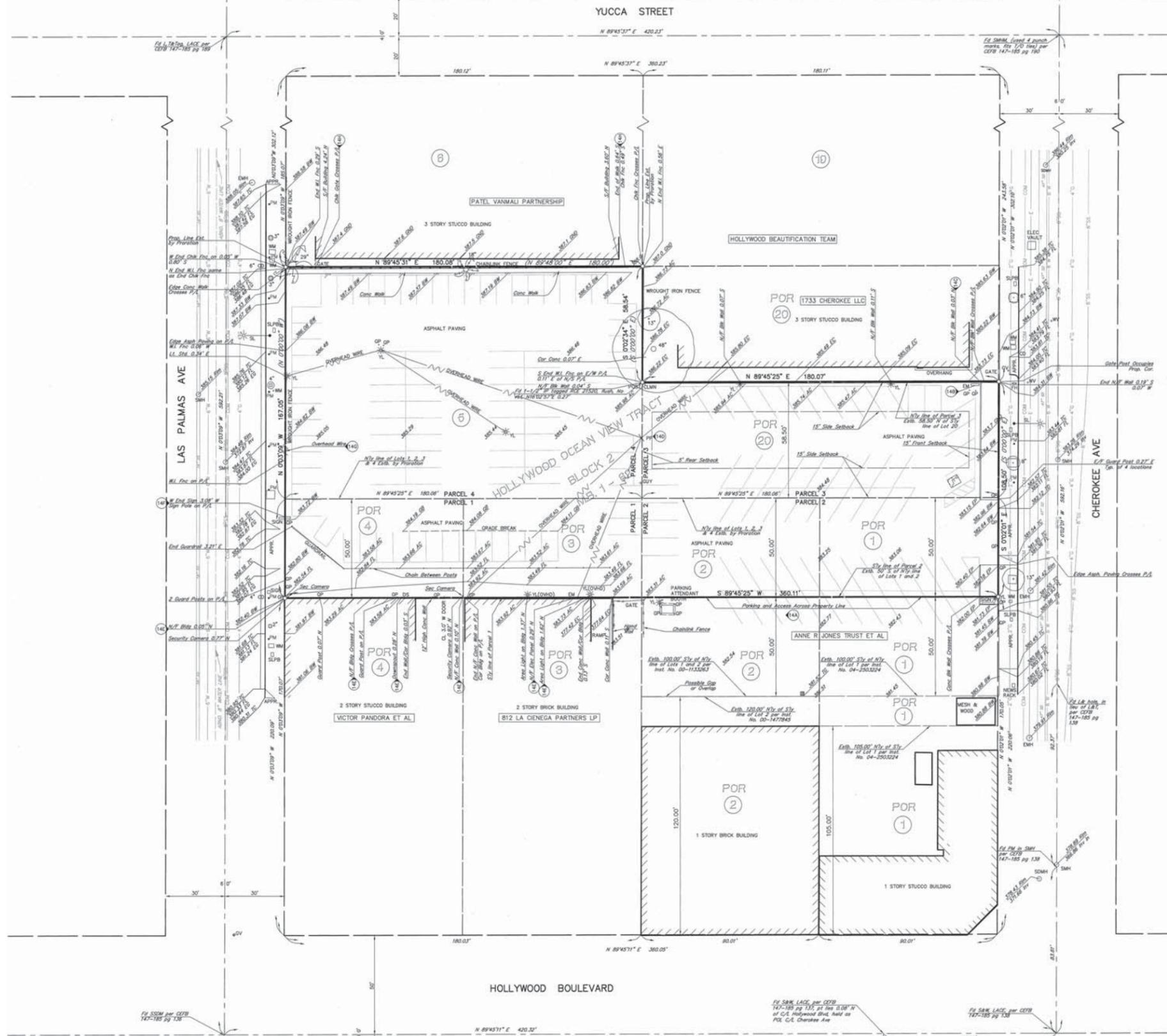


Figure A-1
Project Location Map

Source: Google Earth Maps, 2011; Matrix Environmental, 2012.





LEGEND

---	PROPERTY / BOUNDARY LINE
---	STREET R/W LINE
---	CURB LINE (FROM 1'-00" TO 1'-000')
---	CURB LINE (1'-10", 1'-0", 1'-10")
---	CENTER LINE
---	FLOW LINE
---	LOT LINE / PARCEL LINE
---	EASEMENT LINE (WIDTH)
---	CONTOUR LINE (APPROXIMATE)
---	BUILDING FOOT PRINT LINE
---	OVERHANG LINE
---	FENCE LINE
---	QUAD WALL
---	RETAINING WALL
---	CONC. BLOCK WALL
---	EDGE OF ASPHALT PAVING
---	CONCRETE PAVING
---	AREA DRAIN
---	CATCH BASIN / ACCESS HOLE
---	MANHOLE (SEWER, STORM DRAIN, POWER, TELEPHONE)
---	POWER POLE (P.F.) / TELEPHONE POLE (T.P.)
---	SIGN (ALL KINDS)
---	STREET LIGHT
---	TRAFFIC SIGNAL
---	TRAFFIC SIGNAL W/STREET LIGHT
---	YARD LIGHT
---	FIRE HYDRANT
---	DOWNDRAFT
---	FIRE DEPARTMENT CONNECTION
---	POST INDICATOR VALVE
---	DIRECTION OF WATER DRAINAGE FLOW
---	PARKING METER
---	GAS / WATER METER
---	GAS / WATER VALVE
---	ELEC./STREET LIGHT/TRAFFIC/SIGNAL/UNKNOWN PULL BOX
---	PLANTER
---	GUARD POST
---	APPROACH (DRYWEY)
---	BACKFLOW PREVENTER
---	CLEAN OUT
---	CHALK
---	SCHMANK
---	TOPOGRAPHIC SPOT ELEVATION, NO LEADER
---	BACK OF WALK ELEVATION
---	EDGE OF CONCRETE ELEVATION
---	EDGE OF GUTTER ELEVATION
---	EDGE OF PAVEMENT ELEVATION
---	FLOW LINE ELEVATION
---	TOP OF CURB ELEVATION
---	TOP OF GRADE ELEVATION
---	TOP OF WALL ELEVATION
---	MANHOLE INVERT ELEVATION
---	CURB DRAIN
---	RECORD LOT / PARCEL NUMBER
---	RECORD DIMENSION OR BEARING IF DIFFERENT THAN MEASURED
---	IMPROVEMENT FACE
---	IMPROVEMENT EDGE
---	IMPROVEMENT END
---	NORTHEAST/SOUTHWEST LOCATION OF IMPROVEMENT
---	W/ RESPECT TO REFERENCE NORTH AND PROPERTY LINE.
---	ADJACENT PROPERTY OWNER
---	SANITARY SEWER (SIZE)
---	STORM DRAIN (SIZE)
---	WATER LINE (SIZE)
---	GAS LINE (SIZE)
---	OIL/PETROLEUM LINE (SIZE)
---	ELECTRICAL LINE
---	COMMUNICATION LINE
---	OVERHEAD UTILITY LINE(S)

Source: PSOMAS, 2012.



Figure A-3
Existing Site Plan



View 1: Looking northwest from the interior of the Project Site.



View 2: Looking west at the Project Site from Cherokee Avenue.



View 3: Looking northeast at the Project Site from Las Palmas Avenue.



View 4: Looking southeast from the interior of the Project Site.

Source: Matrix Environmental, 2013.

1. Land Use and Zoning

(a) Hollywood Community Plan and Hollywood Community Plan Update

The Project Site is located within the planning boundary of the Hollywood Community Plan (Community Plan), adopted in December 1988, and the Hollywood Community Plan Update (Community Plan Update), adopted in June 2012.¹ Parcels 1, 2, and 4 are designated as Regional Center Commercial by the Community Plan and the Community Plan Update. This land use designation corresponds with the C2 (Commercial), C4 (Commercial), RAS4 (Residential/Accessory), R5 (Multiple Dwelling Residential), P (Automobile Parking—Surface and Underground), and PB (Parking Building) zones in the LAMC. Parcel 3 is designated as High Density Residential, which corresponds with the R5 (Multiple Dwelling Residential) zone.

The Project Site is located within what is referred to as the regional center, or “heart of Hollywood,” in the Community Plan Update. The regional center, which contains the majority of the properties under the Regional Center land use designation in the Community Plan area under the Community Plan Update, is bounded by Franklin Avenue to the north, Gower Street to the east, Fountain Avenue to the south, and La Brea Avenue to the west. As described in the Community Plan Update, resurging growth in the regional center is supported by the Metro Red Line which runs down Hollywood Boulevard, stopping at Hollywood Boulevard/Vine Street and Hollywood Boulevard/Highland Avenue in the Project Site vicinity. Accordingly, the Community Plan Update contains numerous policies and programs to promote jobs and housing growth within the regional center, particularly near transit stations. The 1988 Community Plan describes the same general area as the Hollywood Center, located generally on both sides of Hollywood and Sunset Boulevards between La Brea Avenue and Gower Street. The Community Plan calls for the Hollywood Center to function as: (1) the commercial center for Hollywood and surrounding communities; and (2) an entertainment center for the entire region. The Community Plan further states that development combining residential and commercial uses are especially encouraged in the Hollywood Center.

¹ *The Community Plan Update was adopted by the City Council on June 19, 2012, and the General Plan amendments were effective as of that date. The City Council also adopted Ordinance Number 182,173 to implement the zone and height district changes called for by the Community Plan Update. Ordinance Number 182,173 became effective on August 6, 2012.*

(b) City of Los Angeles Municipal Code

Parcels 1, 2, and 4 are zoned by the Los Angeles Municipal Code (LAMC) as C4-2D-SN (Commercial, Height District 2 with Development Limitation, Signage Supplemental Use District). With some limitations (as identified in the LAMC), the C4 zone permits any land use permitted in the C2 zone, which in turn permits any land use permitted in the C1.5 and C1 zones. 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, multiple dwellings, and home occupations at a maximum density of 108 dwelling units per acre (a minimum lot area of 400 sf per dwelling unit). The C4 zone also permits residential development at the density permitted in the R5 zone (a maximum density of 217 dwelling units per acre, based on a minimum lot area of 200 sf per dwelling unit) when a mix of commercial and residential uses is being developed, pursuant to LAMC section 12.22.A.18(a). Height District 2 within the C4 zone normally imposes no height limitation and a maximum Floor Area Ratio (FAR) of 6:1. However, in the case of Parcel 4, the Development “D” Limitation in the zoning prefix indicates that development shall not exceed a FAR of 3:1 unless the development receives approval from the City Planning Commission, and that building heights shall not exceed 60 feet. In the case of Parcels 1 and 2, the D Limitation indicates that FAR is limited to 2:1 and heights shall not exceed 45 feet. The “SN” in the Project Site’s zoning prefix indicates that the Project Site is located in the Hollywood Signage Supplemental Use District.

Parcel 3 is zoned [Q]R5-2D (Qualified Multiple Residential, Height District 2 with Development Limitation). The R5 (Multiple Residential) zone permits one-family dwellings, two-family dwellings, apartment houses, multiple dwellings, and home occupations, normally at a maximum density of 217 dwelling units per acre (a minimum lot area of 200 sf per dwelling unit). However, the Q Condition in the zoning prefix restricts the maximum density to 108 dwelling units per acre (a minimum lot area of 400 sf per dwelling unit). The Q Condition also indicates that hotel and motel uses are permitted, as well as C1 uses not exceeding a FAR of 1:1 when part of a mixed-use project with a minimum FAR of 2:1 and with at least 12 dwelling units, subject to Zoning Administrator approval. Height District 2 in the R5 zone normally imposes no height limitation and a maximum FAR of 6:1. However, the D Limitation in the zoning prefix indicates that development shall not exceed a height of 60 feet.

It should be noted that the Community Plan Update included a height district change for Parcel 4 and a zone change and height district change for Parcel 3.² Prior to the

² *Ibid.*

Community Plan Update, the D Limitation on Parcel 4 imposed a FAR limitation of 2:1 and a height limitation of 45 feet. Also, no D Limitation existed on Parcel 3, which was zoned [Q]R5-2. Therefore, Parcel 3 was subject to the standard development restrictions of the R5-2 zone (i.e., no height limitation and a maximum FAR of 6:1) as well as the Q Condition limitations described above.

(c) Other Applicable Land Use Regulations

The Project Site is also within the boundaries of the Hollywood Signage Supplemental Use District, Hollywood Redevelopment Plan (Redevelopment Plan), Hollywood Boulevard District of the Redevelopment Plan (Parcels 1 and 2), Franklin Avenue Design District of the Redevelopment Plan (Parcels 3 and 4), Hollywood Entertainment Business Improvement District, Hollywood Adaptive Reuse Incentive Area, and Los Angeles State Enterprise Zone (Hollywood Region).

D. Project Characteristics

The Project Applicant proposes to replace the existing surface parking lot on the Project Site with a four- to six-story multi-family residential building. The proposed building would include 225 residential dwelling units that could be either condominium units or apartment units consisting of a mix of studio, one-bedroom, two-bedroom, and three-bedroom units. At least 11 percent of the residential units would be set aside for very low-income residents. The Project would also include a residential lobby and leasing area, ground-floor commercial space to serve Project residents and guests, a gym, a rooftop swimming pool, and landscaped courtyards. A total of 412 parking spaces would be provided in four levels below the podium level, including 248 spaces dedicated to Project residents and 164 publicly accessible spaces. Table A-1 on page A-10 provides a summary of the types and sizes of land uses included in the Project. The proposed site plan is included in Figure A-5 through Figure A-15 on pages A-11 through A-21. The proposed building sections are shown in Figure A-16 on page A-22.

1. Project Design and Building Heights

The proposed building would be comprised of a five-level wood-frame structure atop a concrete podium level sitting approximately 6 feet above grade. The building would transition in height from four stories (not to exceed 54 feet) in the southern portion of the Project Site to six stories in the northern portion of the Project Site. The maximum building height would not exceed 71 feet above grade level, not including rooftop structures.³ Four

³ Rooftop structures, including an exit staircase and identity signage, would not exceed 78 feet above grade level.

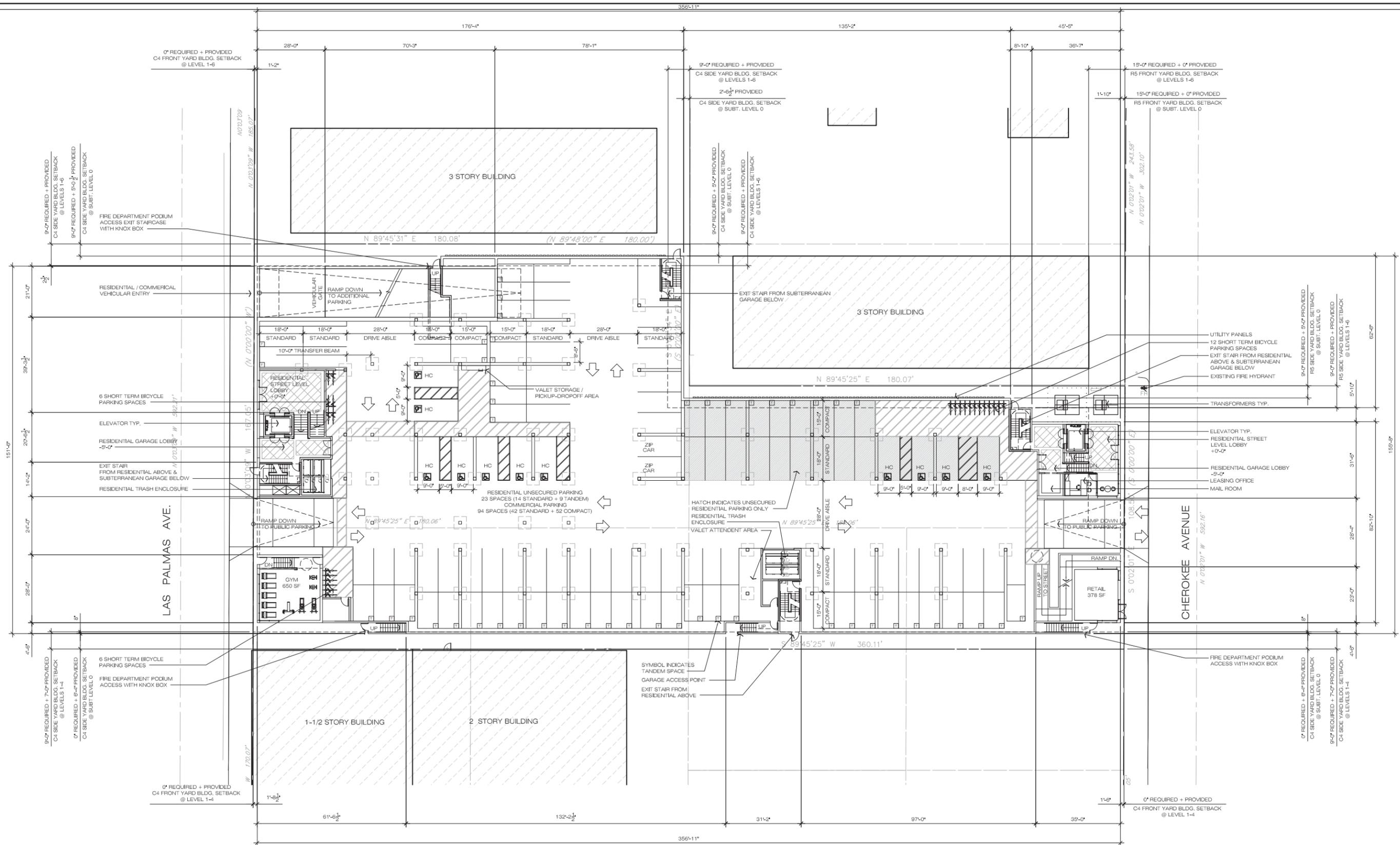
**Table A-1
Summary of Proposed Uses**

Land Use	Floor Area (sf)^a
Residential	142,991 (225 DU)
Lobbies/Leasing Space	1,740
Community Space	1,492
Gym	650
Commercial	378
Ancillary Space (Corridors)	14,449
Total	161,700
<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> <i>Source: Withee Malcolm Architects, LLP, 2013.</i></p>	

levels of parking would be provided below the podium level, including a semi-subterranean level with street-level access and three subterranean levels. The subterranean parking garage would extend to a depth of approximately 35 feet below the existing ground surface. The proposed building elevations are shown in Figure A-17 through Figure A-19 on pages A-23 through A-25.

The 225 residential units would be distributed throughout the six above-grade levels, starting at the podium level. The fifth and sixth floors would set back from the edge of the building to provide space for a rooftop pool and open space deck. The commercial component would be located in the semi-subterranean level below the podium level, with access available from Cherokee Avenue. Residential lobbies would also be located in this level on both the Cherokee Avenue and Las Palmas Avenue street frontages.

The Project would be designed in a contemporary architectural style. The new structure would include balconies, building fenestration, a variety of surface materials and colors, and a stepped back rooftop level to create horizontal and vertical articulation, provide visual interest, and reduce the building scale. Building materials would include terra cotta, stucco, aluminum, glass, tile, and metal. Glass used in building façades would be non-reflective or treated with a non-reflective coating in order to minimize glare. Additionally, all major utilities would be placed underground.



Source: Withee Malcolm Architects, LLP., 2013.

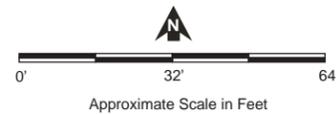


Figure A-5
Proposed Site Plan – Level 0

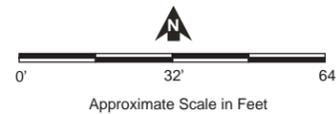
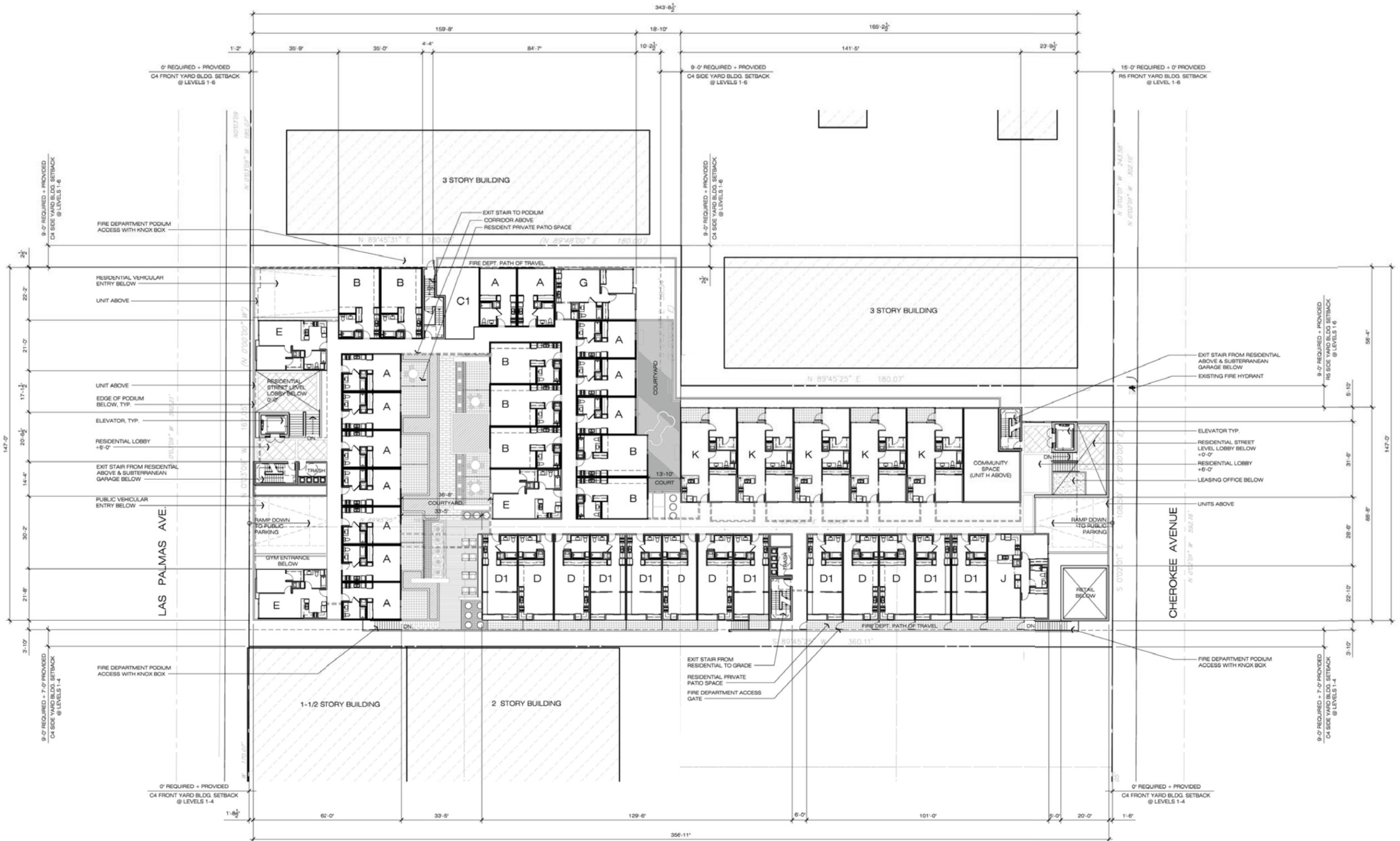
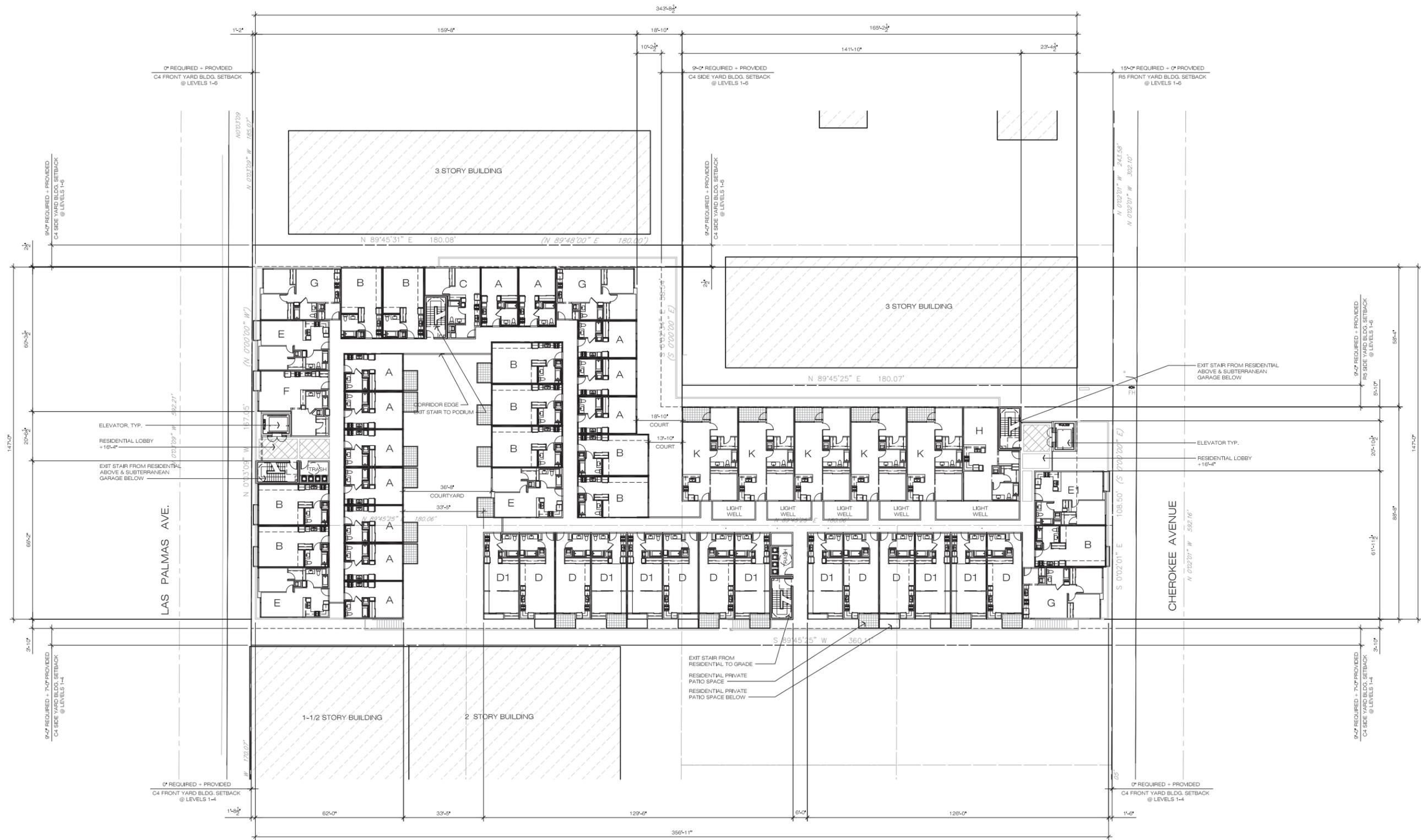


Figure A-6
Proposed Site Plan – Podium Level



Source: Withee Malcolm Architects, LLP., 2013.

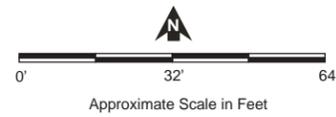
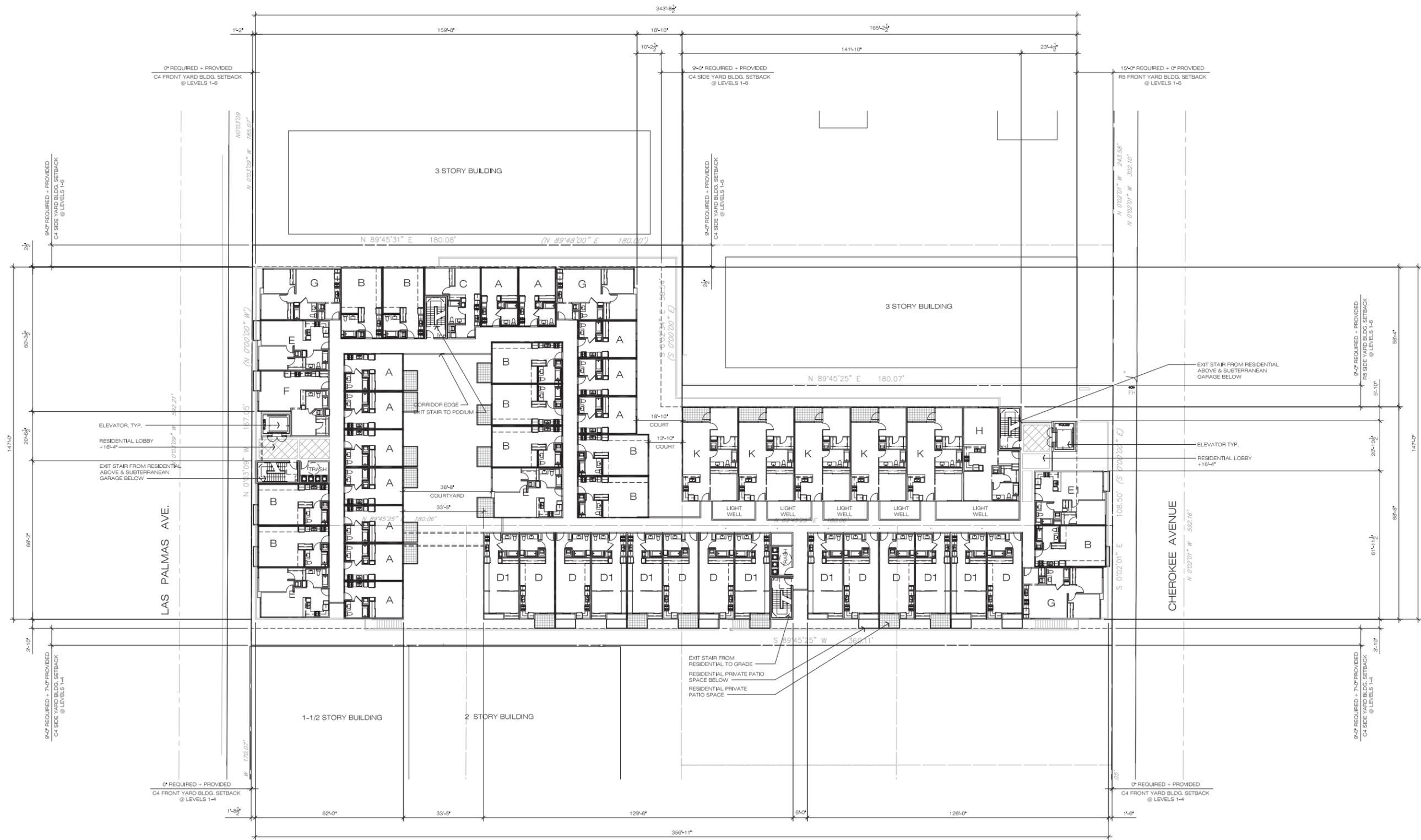


Figure A-8
Proposed Site Plan – Level 3



Source: Withee Malcolm Architects, LLP., 2013.

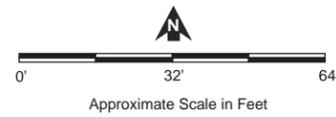
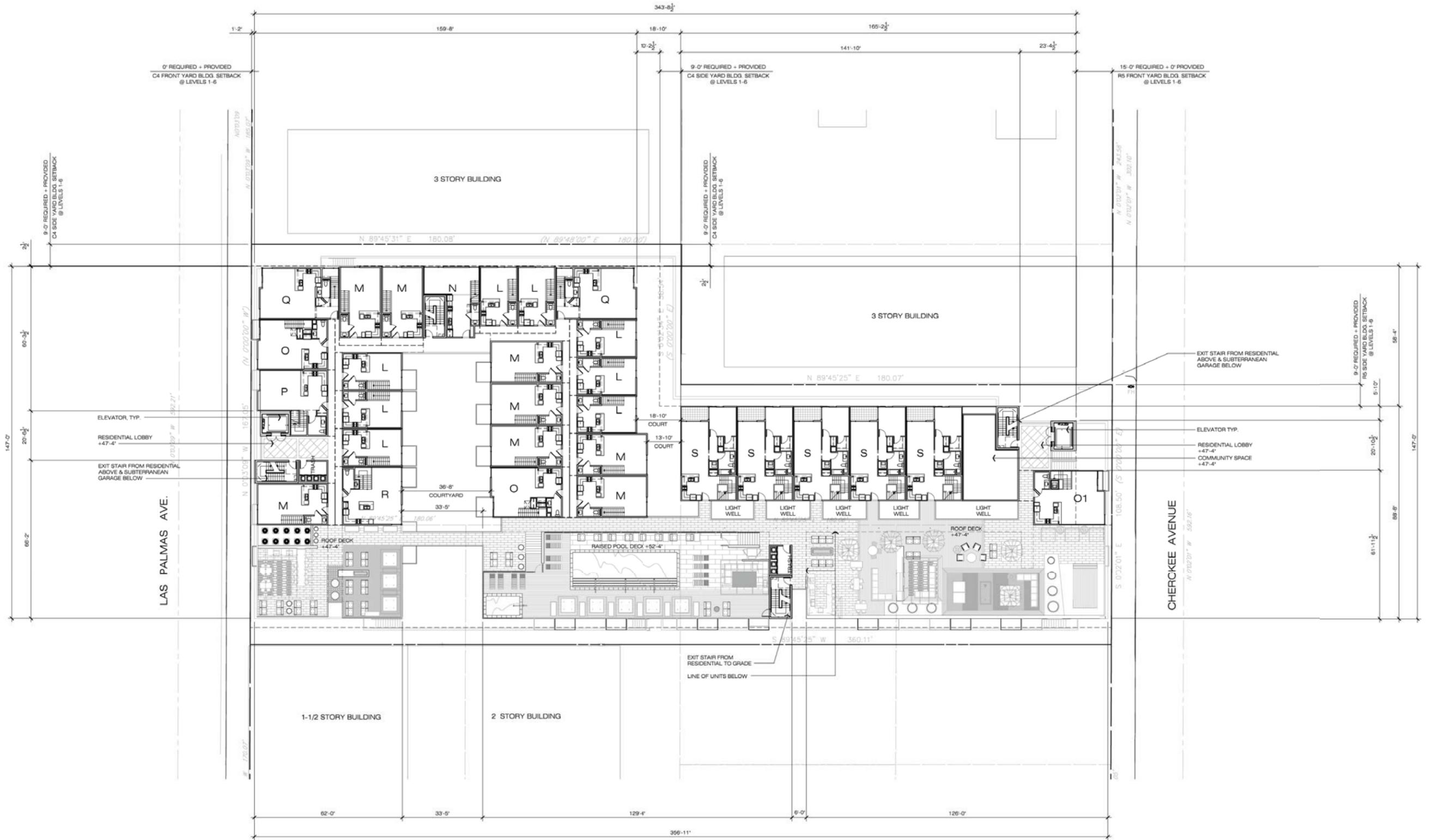
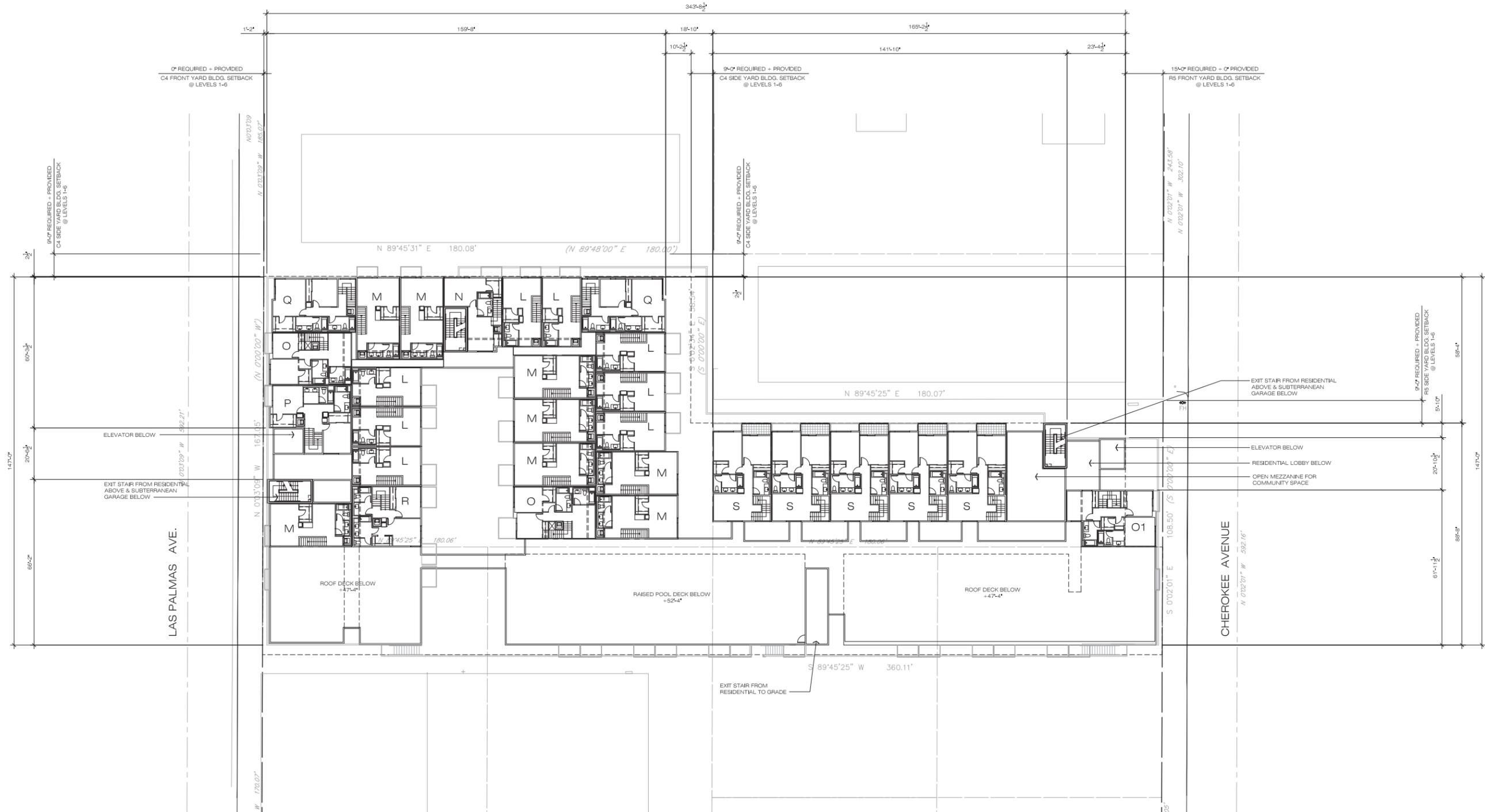


Figure A-9
Proposed Site Plan – Level 4





Source: Withee Malcolm Architects, LLP., 2013.

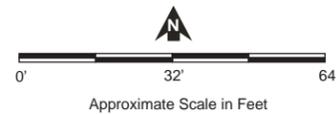
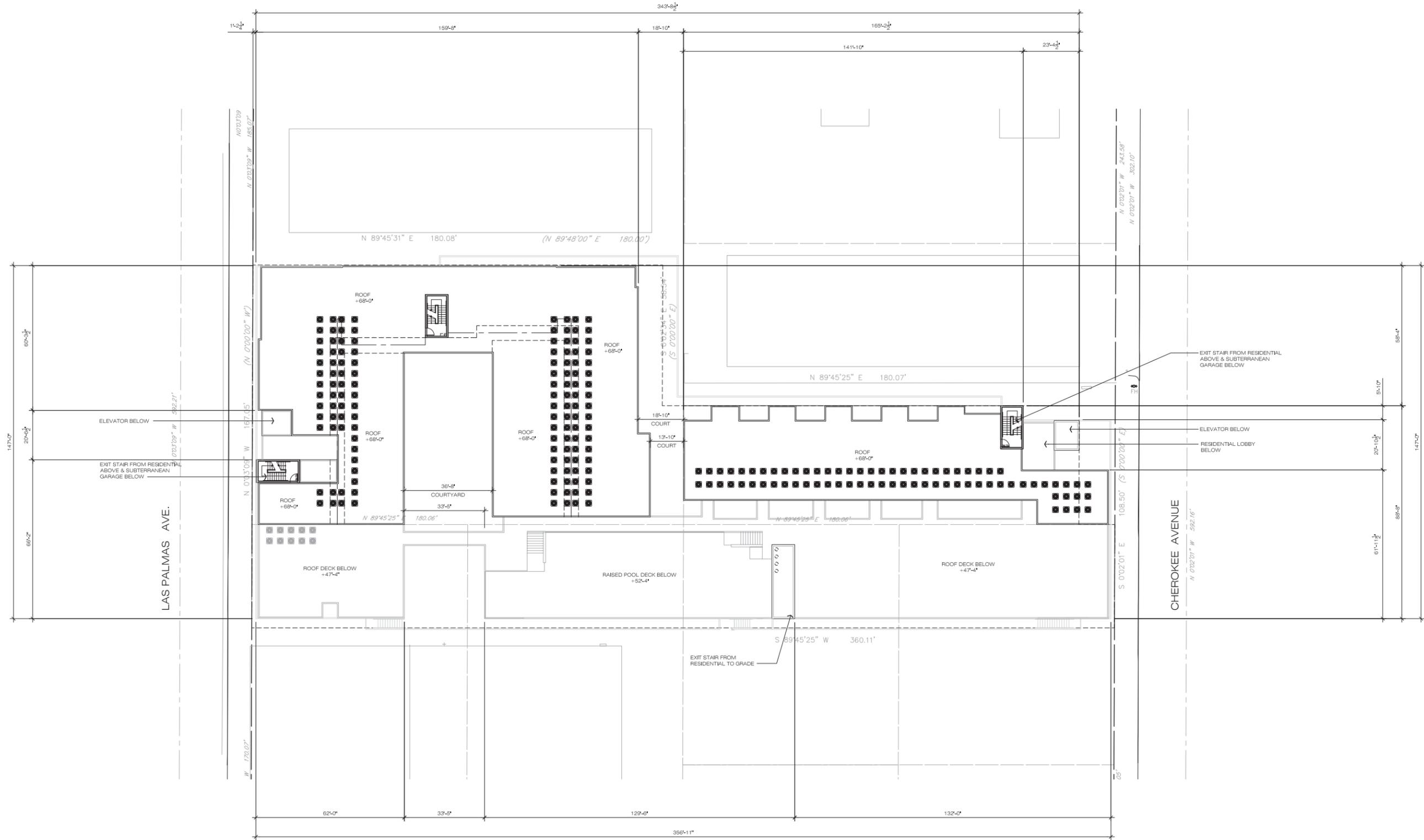


Figure A-11
Proposed Site Plan – Level 6



Source: Withee Malcolm Architects, LLP., 2013.

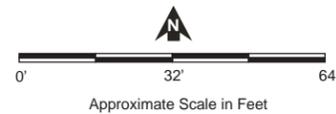
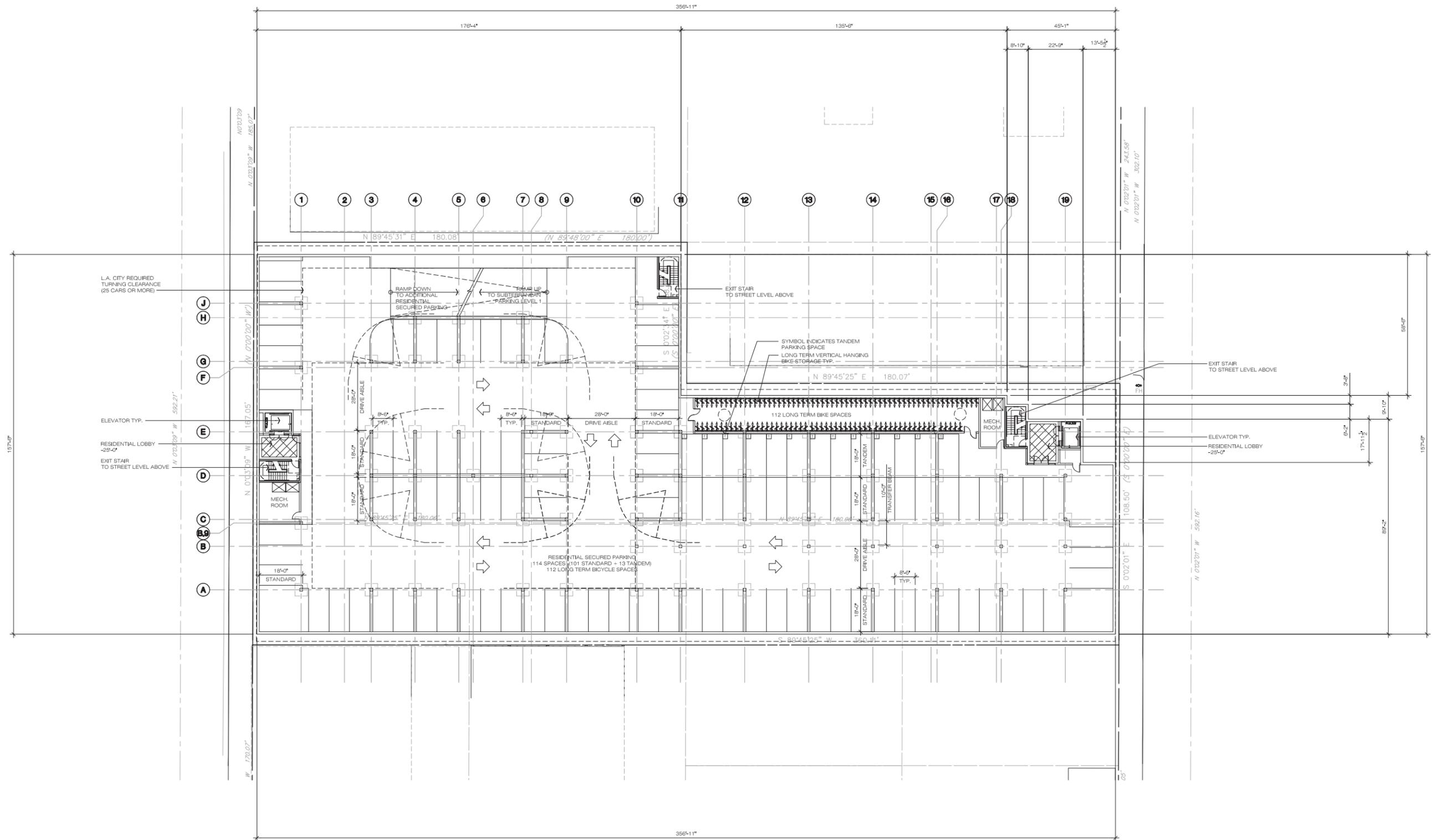


Figure A-12
Proposed Site Plan – Rooftop Level



Source: Withee Malcolm Architects, LLP., 2013.

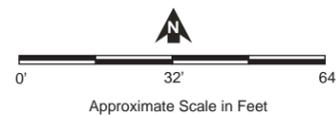
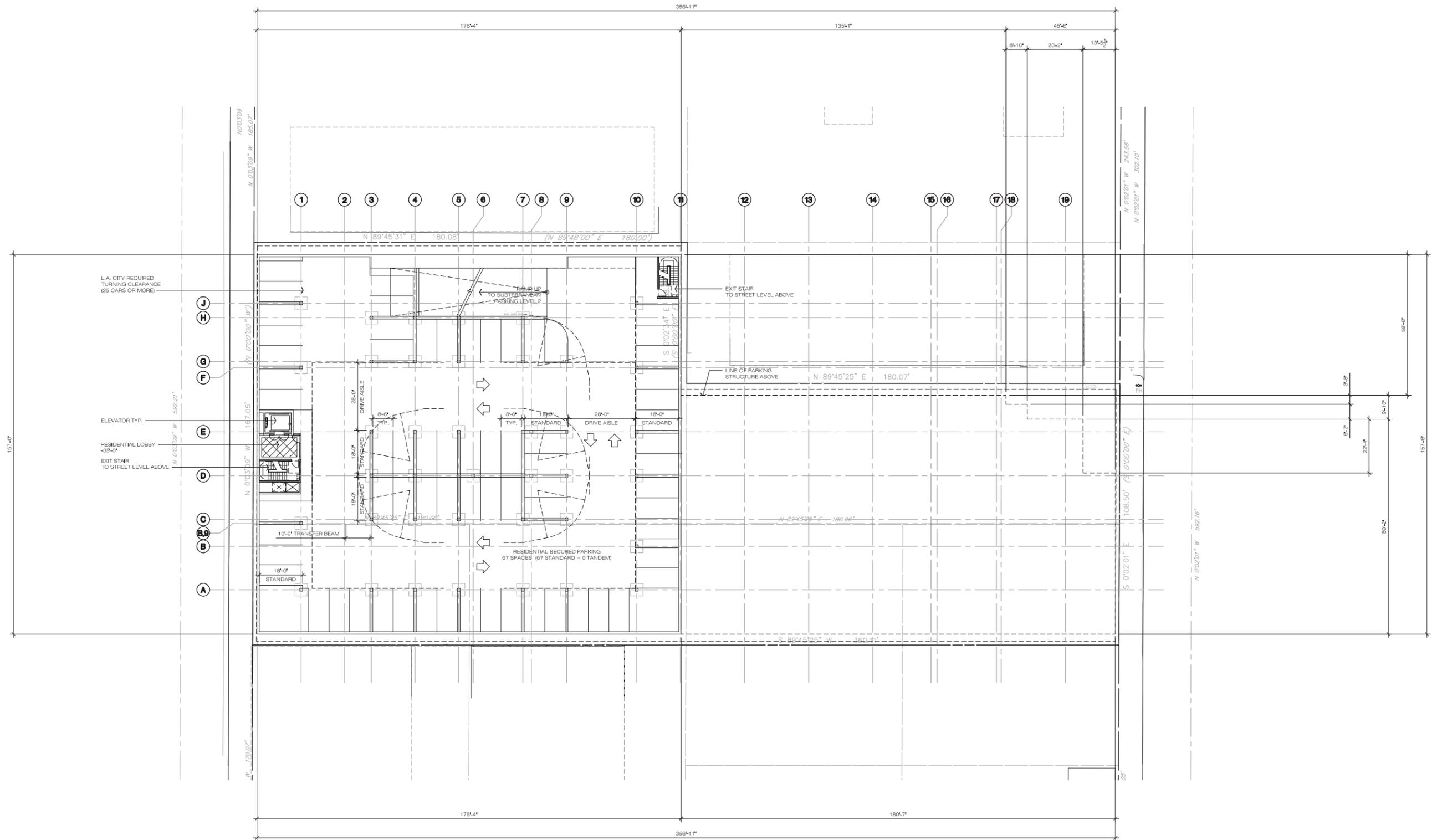


Figure A-14
Proposed Site Plan – Subterranean Level 2



Source: Withee Malcolm Architects, LLP., 2013.

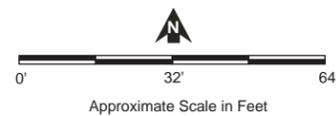


Figure A-15
Proposed Site Plan – Subterranean Level 3



BUILDING ELEVATION - 1A
SOUTH ELEVATION -FROM HOLLYWOOD BLVD.



BUILDING ELEVATION -1
SOUTH ELEVATION

Source: Withee Malcolm Architects, LLP., 2013.

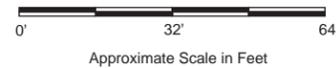


Figure A-17
Proposed Building Elevations – South Elevation



BUILDING ELEVATION - 2A
NORTH ELEVATION -WITH ADJACENT CONTEXT



BUILDING ELEVATION -2
NORTH ELEVATION

Source: Withee Malcolm Architects, LLP., 2013.



Figure A-18
Proposed Building Elevations – North Elevation



Source: Withee Malcolm Architects, LLP., 2013.



Figure A-19
Proposed Building Elevations – West and East Elevations

2. Setback and FAR

The proposed building footprint would encompass approximately 45,975 sf. The Project would have a total FAR of approximately 3.49:1, averaged across the Project Site, and an overall density of 197.5 dwelling units per acre. A 9-foot setback would be provided along the northern property line adjacent to Parcel 4. Adjacent to Parcel 3, the semi-subterranean parking level (Level 0) would be set back 5 feet from the northern property line, transitioning to a 9-foot setback at the podium level and above. A 7-foot setback would be provided along the southern property line. No setbacks on Cherokee Avenue or Las Palmas Avenue are proposed.

3. Access and Parking

Vehicular access to the Project would be provided by two driveways on Las Palmas Avenue (one for visitor/guest parking and one gated for residential vehicles) and one driveway on Cherokee Avenue (for visitor/guest parking). The locations of the driveway cuts are new and would require review and approval by the Los Angeles Department of Transportation (LADOT) for placement, width, and spacing.

A total of 412 parking spaces would be provided in four levels below the podium level, including 248 spaces dedicated to Project residents and 164 publicly accessible spaces.

4. Landscaping and Open Space

The Project would provide a variety of open space and recreational amenities. A landscaped courtyard and dog park would be located on the podium level. Rooftop amenities would include a pool, community room, dining terrace, entertainment lounge, artificial turf game lawn, and meditative yoga deck. Landscape planters and hardscape features would be distributed throughout the podium and rooftop levels. Additional open space amenities would include private patios and balconies within the residential units and a private gym in the semi-subterranean level. In total, approximately 25,064 sf of open space would be provided, including 6,790 sf of landscaped area (27 percent of the overall open space), which would meet the requirements for open space provisions for new residential projects set forth in LAMC Section 12.21.G. A conceptual landscape plan is provided in Figure A-20 through Figure A-22 on pages A-27 through A-29.

5. Lighting and Signage

The Project would include low-level exterior lights adjacent to the proposed building for security and wayfinding purposes. Low-level accent lighting to highlight architectural



1 COURTYARD TERRACE



2 PASEO



3 WOOD FENCE at PRIVATE PATIOS



4 POTS on COBBLE



7 DOG PARK



- LANDSCAPE AMENITIES KEY:**
- 1 COURTYARD TERRACE
 - WATER FEATURE with SCULPTURAL PLANTING
 - ACCENT WALLS
 - RAISED METAL PLANTER with SCULPTURAL PLANTING
 - WOOD PEDESTAL PAVING
 - LOUNGE FURNITURE
 - FLOOR LAMP
 - 2 PASEO
 - TILE PAVING
 - POTS on COBBLE
 - FLOW-THRU PLANTERS with LOUVER LIGHTS
 - 3 EXTENDED PRIVATE PATIOS
 - 42" WOOD FENCE
 - TILE PAVING
 - 4 POTS on COBBLE
 - 5 CORRIDOR PAVING - PER ARCHITECT
 - 6 LIMITS of BRIDGE of ROOFTOP
 - 7 DOG PARK



1 DINNING TERRACE



2 ENTERTAINMENT LOUNGE

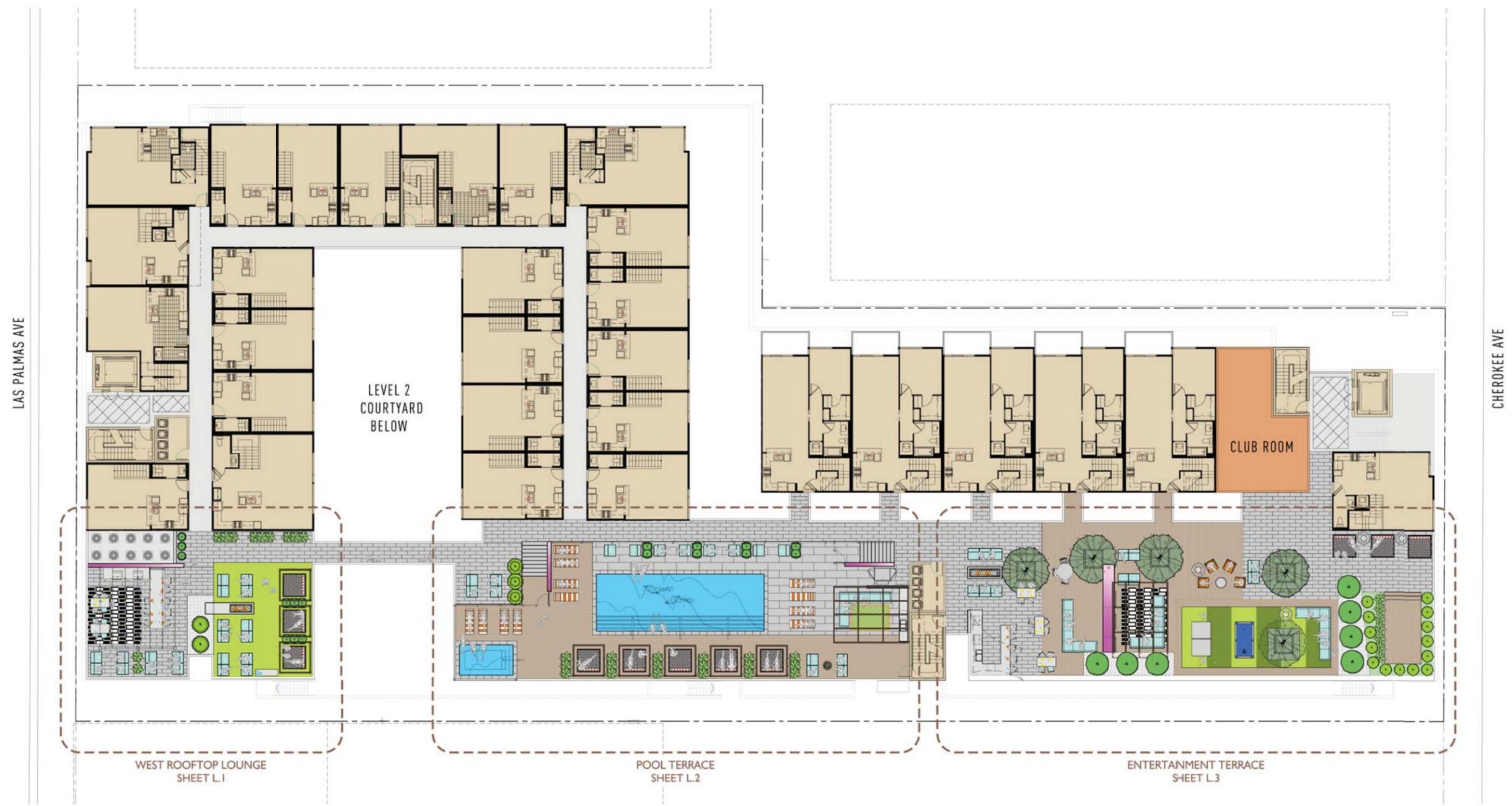


6 'GAME' LAWN



LANDSCAPE AMENITIES KEY:

- 1 DINNING TERRACE
 - OVERHEAD with RETRACTABLE AWNING
 - SIT-UP BAR COUNTER
 - WALL MOUNTED TELEVISIONS
 - BARBECUES
 - SINK
 - UNDER CABINET REFRIGERATOR
 - POTTERY
 - DINNING TABLES
 - DOUBLE SIDED FIREPLACE
- 2 ENTERTAINMENT LOUNGE
 - ACCENT WALL with DOUBLE SIDED FIREPLACE
 - METAL TRELIS
 - LOUNGE FURNITURE
 - ACCENT TILE CARPET
 - WALL MOUNTED TELEVISIONS
- 3 WOOD PEDESTAL PAVING
- 4 RAISED TREE PLANTERS
 - BUILT-IN BENCHES
 - SPECIMEN TREE
 - 'FIREFLY' LIGHTS
- 5 STAR GAZING BEDS
 - DAY BEDS
 - FLOOR HEATERS
- 6 'GAME' LAWN
 - SYNTHETIC TURF
 - LOUNGE FURNITURE
 - PING PONG TABLE
 - POOL TABLE
 - RAISED TREE PLANTER
- 7 YOGA DECK
 - WOOD DECK
 - MEDITATIVE GARDEN
 - POTTERY WITH ORNAMENTAL TREES



features, landscape elements, and the Project's signage would also be incorporated. All exterior lighting would be shielded or directed toward the areas to be lit to limit spill-over onto off-site uses.

Project signage would include a central identity sign and various directional signs. The identity sign would be located on Las Palmas Avenue and would consist of a vertical building-mounted sign with cutout lettering presenting the Project name and/or address. The size of the identity sign would not exceed 400 sf. Another vertical building-mounted sign would be located along Cherokee Avenue to indicate the main residential guest and commercial parking entrance. The maximum size of this sign would be 270 sf. Awning signs and projecting blade signs would be used to identify the residential lobby entrances and the corner retail location at a pedestrian scale. Temporary window signs would be permitted on the retail storefront provided that such signs do not exceed 50 sf or 25 percent of the area of any single window or of adjoining windows on the same frontage. Wayfinding signs would be located at parking garage entrances, elevator lobbies, and residential corridors. All Project signs would feature colors that are complementary to the architectural design of the proposed building.

6. Sustainability Features

The Project would incorporate features to support and promote environmental sustainability. "Green" principles are incorporated throughout the Project to comply with the City of Los Angeles Green Building Code (Ordinance No. 181,480) and the sustainability intent of the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED®) program. These include energy conservation, water conservation, and waste reduction features. Furthermore, the Project Site is located less than 0.25 mile from the Metro Red Line Station at Hollywood Boulevard and Highland Avenue. As such, the Project Site's location would support the use of public transportation and a reduction in vehicle miles traveled by Project residents. The Project also would provide approximately 249 bicycle parking spaces, including 225 secured spaces for Project residents and 24 publicly accessible spaces for short-term bicycle parking.

E. 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 occur over approximately 19 months, including one month of demolition and three months of excavation, and be completed in 2015. It is estimated that approximately 75,000 cubic yards (cy) of export material (e.g., concrete and asphalt surfaces) and soil would be hauled

from the Project Site during the demolition and excavation phase. 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.

F. Necessary Approvals

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

- Site Plan Review;
- Density Bonus and Parking Option 1 pursuant to Senate Bill (SB) 1818 (LAMC Section 12.22.A.25), with the following Development Incentives:
 - On-menu incentive to permit the averaging of FAR, density, parking, open space and permitting vehicular access;
 - On-menu incentive permitting additional FAR;
 - Off-menu incentive permitting increased height; and
 - Two off-menu incentives permitting reduced setbacks;
- Vesting Tentative Tract Map; and
- Other discretionary and ministerial permits and approvals that may be deemed necessary, including but not limited to temporary street closure permits, grading permits, excavation permits, foundation permits, and building permits.

Attachment B



Explanation of Checklist Determinations

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 a potentially significant environmental impact 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 a four- to six-story residential building on a site that is currently used as a surface parking lot. The proposed structure 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. The EIR analysis will include: (1) an identification and description of the valued view resources present in the area; (2) an identification of vantage points that have access to the identified valued view resources; (3) an analysis of changes attributable to Project development; and (4) an analysis of the Project’s potential to block or otherwise remove views of the identified view resources.

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?

No Impact. The Project Site is not located in proximity to a City-designated scenic highway. With the exception of two ornamental planters along Cherokee Avenue and a small strip of weed cover and one palm tree along the northern property line, the Project Site is paved with asphalt surface. Four ornamental street trees flank the Project Site (two on Cherokee Avenue and two on Las Palmas Avenue). The on-site tree and off-site street trees are not considered scenic resources. Furthermore, there are no permanent structures or unique geologic or topographic features located on the Project Site, such as hilltops, ridges, hillslopes, canyons, ravines, rock outcrops, water bodies, streambeds, or wetlands. Thus, construction and operation of the Project would not result in impacts to scenic resources within a City-designated scenic highway and no mitigation measures would be required. No further evaluation in an EIR is required.

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

Potentially Significant Impact. The Project would substantially change the visual character and quality of the Project Site and its surroundings by developing a four- to six-story residential building on a site that is currently used as a surface parking lot. Therefore, the EIR will provide further analysis of the Project's potential impacts to visual character and quality. The EIR analysis will include: (1) a description of the visual character of the Project Site, as viewed from off-site locations under existing and proposed conditions; (2) an analysis of potential impacts to the valued visual character; and (3) an evaluation of Project consistency with relevant policies set forth in applicable City planning documents (e.g., City General Plan, Hollywood Community Plan, etc.).

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 low levels of artificial light and glare from sources typically associated with surface parking lot uses. Light sources include low-level security lighting and vehicle headlights, and glare sources include glass and metal vehicle surfaces. The Project would increase light and glare levels from vehicle sources by increasing the number of vehicle trips to and from the Project Site. The Project would also introduce new sources of light and glare that are typically associated with residential buildings, including architectural lighting, signage lighting, interior lighting, security and wayfinding lighting, and building surfaces. In addition, the Project would introduce a new structure to the Project Site with the potential to shade adjacent land uses. Therefore, the EIR will provide further analysis of the Project's potential impacts with regard to light, glare, and shading. The EIR light and glare analysis will include: (1) a description of the City regulatory environment as it relates to artificial light

and glare; (2) a description of existing on-site and off-site light and glare conditions; (3) an identification of light- and glare-sensitive uses; (4) a description of potential new light and glare sources that may be introduced by the Project; and (5) an analysis of the potential for the Project to adversely affect the identified light- and glare-sensitive uses. The EIR shading analysis will include: (1) an identification of shadow-sensitive uses in the surrounding adjacent area; (2) an analysis of the shadow that could be caused by the proposed structure for the morning, mid-day, and afternoon periods during the Summer and Winter solstices and the Spring/Fall equinox; and (3) a description of the duration of Project-related shading on any of the identified shadow-sensitive uses.

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 contains a surface parking lot. 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 evaluation 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 evaluation 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. Additionally, the Project Site is currently zoned for Commercial and Residential land uses, is not zoned for forest land, and is not used as 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 evaluation in an EIR is required.

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

No Impact. As mentioned above, the Project Site is located in an urbanized area, is not zoned for forest land, and does not include any forest or timberland. Therefore, the Project would not result in the loss or conversion of forest land. No impacts would occur and no mitigation measures would be required. No further evaluation 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 contains a surface parking lot and 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 evaluation in an EIR is required.

¹ City of Los Angeles Department of City Planning, *Zone Information and Map Access System (ZIMAS), Parcel Profile Report*, <http://zimas.lacity.org/>, accessed November 8, 2012.

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). As such, the Project would be subject to the SCAQMD's 2012 Air Quality Management Plan (AQMP). The 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, 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. The EIR analysis will include: (1) an evaluation of the Project's consistency with the SCAQMD's AQMP in accordance with the procedures established in the SCAQMD's CEQA Air Quality

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.

⁴ SCAG serves as the federally designated metropolitan planning organization (MPO) for the Southern California region.

Handbook; and (2) an assessment of Project consistency with the applicable policies of the City's General Plan Air Quality Element policies addressing air quality issues.

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 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. The EIR's construction analysis will: (1) describe the regulatory environment as it relates to air quality; (2) develop the Project's daily regional construction emissions inventory; (3) identify sensitive receptors in the Project area that may be impacted by Project construction including off-site hauling activities; (4) identify maximum impacts to sensitive receptors from the Project's daily construction emissions using the SCAQMD's localized significance thresholds (LSTs) screening methodology; and (5) analyze the potential for emissions of air toxics during construction and their resultant potential impacts. The EIR's operational analysis will include: (1) a forecast of daily regional emissions from mobile and stationary sources that would occur during long-term Project operations; and (2) an evaluation of localized pollutant concentrations. The analyses will address criteria pollutants (i.e., pollutants for which ambient air quality standards have been established).

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 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. The EIR's cumulative air quality analysis will be conducted in accordance with the procedures established by the SCAQMD and will

address the degree to which the Project would or would not result in a cumulatively considerable net increase of any criteria pollutant, including those for which the Basin is classified as non-attainment under an applicable federal or State ambient air quality standard.

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 community-serving uses, including the Yucca Community Center and Mini Park and the Las Palmas Senior Citizen Center. Therefore, the EIR will provide further analysis of the Project's potential to result in substantial adverse impacts to sensitive receptors. As previously described, Project impacts associated with pollutant concentrations will be analyzed during Project construction, as well as long-term operations. The analysis will address concentrations of both criteria pollutants and toxic air contaminants.

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. The Project's construction and rehabilitation 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 evaluation 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 contains a surface parking lot and is located within an urbanized area. With the exception of two ornamental planters along Cherokee Avenue and a small strip of weed cover and one palm tree along the northern property line, the Project Site is paved with asphalt surface. Four ornamental street trees flank the Project Site (two on Cherokee Avenue and two on Las Palmas Avenue). Due to the developed nature of the Project Site and the surrounding residential, commercial, and community uses, species likely to occur on-site are limited to small terrestrial and avian species typically found in developed settings. Thus, the Project would not have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Impacts would be less than significant and no mitigation measures would be required. No further evaluation 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 contains a surface parking lot and is located within an urbanized area. No riparian or other sensitive natural community exists on the Project Site or in the surrounding area. Thus, the Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community. No impacts would occur and no mitigation measures would be required. No further evaluation 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 contains a surface parking lot and is located within an urbanized area. No water bodies or federally protected wetlands as defined by Section 404 of the Clean Water Act exist on the Project Site or in the vicinity. As such, the Project

would not have an adverse effect on federally protected wetlands. No impacts would occur and no mitigation measures would be required. No further evaluation 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 contains a surface parking lot and is located within an urbanized area. 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.

One palm tree is located on the northern perimeter of the Project Site and four ornamental street trees flank the Project Site (two on Cherokee Avenue and two on Las Palmas Avenue). Although unlikely, these trees could potentially provide nesting sites for migratory birds. 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 evaluation in an EIR is required.

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

Less Than Significant Impact. The City of Los Angeles Protected Tree Ordinance (Chapter IV, Article 6 of the LAMC) regulates the relocation or removal of all Southern California native oak trees (excluding scrub oak), California black walnut trees, Western sycamore trees, and California Bay trees of at least 4 inches in diameter at breast height. These tree species are defined as “protected” by the City of Los Angeles. With the exception of two ornamental planters along Cherokee Avenue and a small strip of weed cover and one palm tree along the northern property line, the Project Site is paved with asphalt surface. Four ornamental street trees flank the Project Site (two on Cherokee Avenue and two on Las Palmas Avenue). The Project would remove the on-site palm tree and the four street trees along the perimeter of the Project Site. As noted in the Tree Report included as Appendix IS-1 of this Initial Study, none of the trees proposed for removal are protected under the Protected Tree Ordinance. Therefore, impacts would be less than significant and no mitigation measures would be required. It should also be noted that the Project would replace removed street trees in accordance with the requirements of

the City of Los Angeles Urban Forestry Division. Therefore, no further evaluation 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 contains a surface parking lot and is located within an urbanized area. As such, the Project Site does not support any habitat or natural community. Accordingly, no Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plans apply to the Project Site. Thus, the Project would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other related plans. No impacts would occur and no mitigation measures would be required. No further evaluation 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 Project Site is comprised of surface parking areas. Thus, the Project Site does not include any historic buildings. However, the buildings to the immediate south of the Project Site include contributing structures in the Hollywood Boulevard Commercial and Entertainment District listed in the National Register and the California Register. In

addition, the building at 1733 North Cherokee Avenue, which is immediately north of Parcel 3 on the Project Site, is eligible for listing in the California Register of Historical Resources as an individual historic resource. Given their proximity to the Project Site, the EIR will provide further analysis of the Project's potential impacts to these uses and, if identified, other potential historic resources in the Project vicinity. The EIR analysis will focus on the effects of the Project's development on identified historic resources in the Project vicinity.

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

Potentially Significant Impact. Section 15064.5(a)(3)(D) of the CEQA Guidelines generally defines archaeological resources as any resource that “has yielded, or may be likely to yield, information important in prehistory or history.” Archaeological resources are features, such as tools, utensils, carvings, fabric, building foundations, etc., that document evidence of past human endeavors and that may be historically or culturally important to a significant earlier community. The Project Site is located within a highly urbanized area 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. Nonetheless, the Project would require grading, excavation, and other construction activities that could have the potential to disturb existing but undiscovered archaeological resources. Therefore, the EIR will provide further analysis of the Project's potential impacts to archaeological resources. The EIR analysis will include: (1) a records search of past archaeological investigations in the Project area; and (2) an assessment of the extent to which Project development may affect any archaeological resources.

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

Potentially Significant Impact. Paleontological resources are the fossilized remains of organisms that have lived in a region in the geologic past and whose remains are found in the accompanying geologic strata. This type of fossil record represents the primary source of information on ancient life forms, since the majority of species that have existed on earth from this era are extinct. Although the Project Site has been previously graded and developed, the Project would require grading and excavation to greater depths, which would have the potential to disturb undiscovered paleontological resources that may exist within the Project Site. Therefore, the EIR will provide further analysis of the Project's potential impacts to paleontological resources. The EIR analysis will include: (1) a records search of past paleontological investigations in the Project area, and (2) an assessment of the extent to which the Project may affect any paleontological resources.

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

Potentially Significant Impact. As discussed above, the Project Site is located within an urbanized area and has been subject to grading and development. No known traditional burial sites have been identified on the Project Site. Notwithstanding, as the Project would require excavation at depths greater than those having previously occurred on the Project Site, the potential exists for the Project to uncover human remains. Therefore, the EIR will provide further analysis of the Project's potential impacts to human remains. The analysis of this issue will be addressed in accordance with CEQA Guidelines Section 15064.5.

VI. Geology and Soils

The following analysis is based, in part, on the *Geotechnical Investigation, Las Palmas Ventures Multi-Family Residential Development, 1718 North Las Palmas Avenue & 1717–1725 North Cherokee Avenue, Los Angeles, California, Tract: Hollywood Ocean View, Lots: 5; North 50' of 1, 2, 3 & 4; South 58.5' of 20* (Geotechnical Investigation), prepared for the Project by Geocon West, Inc., January 4, 2013. The Geotechnical Investigation was prepared for the Project to evaluate subsurface soil and geologic conditions underlying the Project Site and provide conclusions and recommendations pertaining to the geotechnical aspects of proposed design and construction. The Geotechnical Investigation is included as Appendix IS-2 of this Initial Study.

Would the project:

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

Potentially Significant Impact. Fault rupture is defined as the surface displacement that occurs along the surface of a fault during an earthquake. Based on criteria established by the California Geological Survey (CGS), faults can be classified as active, potentially active, or inactive. Active faults may be designated as Earthquake Fault Zones under the Alquist-Priolo Earthquake Fault Zoning Act, which includes standards regulating development adjacent to active faults. These zones, which extend from 200 to 500 feet on each side of the known fault, identify areas where a potential surface fault rupture could prove hazardous for buildings used for human occupancy. Development projects located within an Alquist-Priolo Earthquake Fault Zone are required to prepare

special geotechnical studies to characterize hazards from any potential surface ruptures. In addition, the City designates Fault Rupture Study Zones on each side of active and potentially active faults to establish areas of hazard potential.

The Project Site is not within a currently established Alquist-Priolo Earthquake Fault Zone for surface fault rupture hazards. No active or potentially active faults with the potential for surface fault rupture are known to pass directly beneath the Project Site. The closest surface trace of an active fault is the Hollywood Fault, which is believed to be located approximately 750 feet north of 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. The EIR analysis will identify the potential for fault rupture to occur on the Project Site based on additional site-specific data collected at the Project Site.

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 surface trace of an active fault is the Hollywood Fault, which is believed to be located approximately 750 feet north of the Project Site. The location of the Project Site within a seismically active area in proximity to the Hollywood Fault could expose people or structures to strong seismic ground shaking. Therefore, further analysis of this issue will be provided in the EIR. The EIR analysis will identify the potential for seismic ground shaking and will take into consideration the impact of seismic activity on future development, as well as compliance with the most recent regulatory requirements regarding seismic safety.

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.⁵

The Seismic Hazards Maps of the State of California does not classify the Project Site as part of a potentially liquefiable area.⁶ 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.⁷ 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. The EIR analysis will identify the potential for ground failure and will take into consideration the impact of seismic activity on future development and compliance with regulatory requirements.

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.⁸ 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.

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

⁵ 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.

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

⁷ Los Angeles General Plan Safety Element, Exhibit B, *Areas Susceptible to Liquefaction*, page 49 (November 1996).

⁸ Los Angeles General Plan Safety Element, Exhibit C, *Landslide Inventory & Hillside Areas*, page 51 (November 1996).

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, this issue will be addressed in the EIR. The EIR analysis will address impacts associated with soil stability, lateral spreading, subsidence, liquefaction, and collapse, and will also account for compliance with regulatory requirements.

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. According to the Geotechnical Investigation, the Project Site contains soils that are considered to have a high expansive potential and are classified as “expansive” based on the 2010 CBC Section 1803.5.3. Therefore, further analysis of this issue will be provided in the EIR. The EIR analysis will identify the potential for soil expansion to occur and will include site-specific recommendations, as needed, while accounting for compliance with regulatory requirements.

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

require the use of septic tanks or alternative wastewater disposal systems. 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 Environmental Site Assessment of Musso & Frank Parking Lot, Cherokee and Las Palmas Avenues, APNs 5547-009-005; -009; -017; AND -019, Los Angeles, California, 90028, ATC Project No. 052.42395.0002* (Phase I ESA), prepared for the Project by ATC Associates, Inc., January 3, 2012. The Phase I ESA was prepared for the Project to identify recognized environmental conditions and certain potential environmental conditions on the Project Site. The Phase I ESA is included as Appendix IS-3 of this Initial Study.

Would the project:

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

Less Than Significant Impact. The types and amounts of hazardous materials that would be used in connection with the Project would be typical of those used in residential developments (e.g., household cleaning solvents, pesticides for landscaping, painting supplies, and petroleum products). 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 contained, stored, and used 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 in an EIR is required.

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

Less Than Significant Impact. The Phase I ESA included a review of environmental records for the Project Site and a site reconnaissance to identify potential on-site hazards. The Phase I did not identify any past or present recognized environmental conditions on the Project Site. No chemical use, storage, or disposal was observed on the Project Site. Apart from minor oil spotting on the asphalt pavement from parked vehicles, no indications of past or present releases of hazardous substances were observed. There is no past or present history of underground storage tanks (USTs) or above-ground storage tanks (ASTs) being located on-site. The Project Site does not contain transformers or other electric equipment that could contain polychlorinated biphenyls (PCBs). The Project Site does not contain any structures with the potential to contain asbestos-containing materials (ACMs) or painted surfaces with the potential to contain lead-based paint (LBP). Finally, the Project Site is not within a Methane Zone or Methane Buffer Zone identified by the City.⁹ 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 developments (e.g., household cleaning solvents, pesticides for landscaping, painting supplies, and petroleum products). Construction of the Project would also involve the temporary use of potentially hazardous

⁹ City of Los Angeles Department of City Planning, *Zone Information and Map Access System (ZIMAS), Parcel Profile Report*, <http://zimas.lacity.org/>, accessed November 8, 2012.

materials, including vehicle fuels, paints, oils, and transmission fluids. However, all such materials would be used in accordance with manufacturers' instructions and handled 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. Impacts would be less than significant and no mitigation measures would be required. No further evaluation in an EIR is required.

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

Less Than Significant Impact. The Project Site is located within 0.25 mile of Selma Avenue Elementary School located at 6611 Selma Avenue, and within 0.5 mile of Hollywood High School, located at 1521 North Highland Avenue. As discussed above, Project operation would involve the limited use of hazardous materials that are typically used in residential developments (e.g., household cleaning solvents, pesticides for landscaping, painting supplies, and petroleum products). Construction of the Project would also involve the temporary use of potentially hazardous materials, including vehicle fuels, paints, oils, and transmission fluids. However, all such materials would be used in accordance with manufacturers' instructions and handled 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 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 19 federal, State, and tribal environmental databases. Six local environmental records were also reviewed. None of the addresses associated with the Project Site were listed in the databases or records searched for the Phase I ESA. Therefore, no impacts would occur and no mitigation measures would be required. No further evaluation 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. Therefore, no impacts would occur and no mitigation measures would be required. No further evaluation 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. Therefore, no impacts would occur and no mitigation measures would be required. No further evaluation in an EIR is required.

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.¹⁰ The nearest disaster route is Highland Avenue approximately 0.1 mile to the west. The majority of construction activities for the Project would be confined to the Project Site itself; however, limited off-site infrastructure improvements may require some work in adjacent street rights-of-way. As such, some partial lane closures adjacent to the Project Site, including on Las Palmas Avenue and Cherokee Avenue, may occur. However, these closures would be temporary in nature and even in the event of partial lane closures, both directions of travel on area roadways would be maintained. Furthermore, according to the Transportation Study prepared for the Project, Project operation would not result in any significant traffic impacts pursuant to the significance thresholds of the Los Angeles Department of Transportation (LADOT). The Project also would not have a significant impact on the regional arterial system. The Project would provide adequate parking and internal circulation to accommodate vehicular traffic without impeding through traffic movements on City streets. Because the Project's traffic impacts would be less than significant, no physical intersection improvements that could temporarily disrupt traffic are proposed. Therefore, the Project would not cause an impediment along the City's designated disaster routes, including Highland Avenue, or impair implementation of the City's emergency response plan. Impacts would be less than significant and no mitigation measures would be required. No further evaluation in an EIR is required.

¹⁰ *City of Los Angeles Department of Planning General Plan Safety Element—Critical Facilities and Lifeline Systems, Exhibit H (November 26, 1996).*

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?

No Impact. The Project Site is not located within a City-designated Very High Fire Hazard Severity Zone (VHFHSZ).¹¹ 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. No impacts would occur and no mitigation measures would be required. No further evaluation in an EIR is required.

IX. Hydrology and Water Quality

The following analysis is based, in part, on the *Hollywood Cherokee Project EIR Drainage Technical Report* (Hydrology Report), prepared for the Project by Psomas, September 2013. The Hydrology Report estimates the rate of stormwater runoff from the Project Site before and after implementation of the Project and evaluates the capability of municipal stormwater infrastructure to accommodate post-Project flows. The Hydrology Report also evaluates the Project's potential water quality impacts based on its consistency with applicable regulations related to water quality. The Hydrology Report is included as Appendix IS-4 of this Initial Study.

Would the project:

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

Less Than Significant Impact. During Project construction, particularly during the grading and excavation phases, stormwater runoff from precipitation events could cause exposed and stockpiled soils to be subject to erosion and convey sediments into municipal storm drain systems. 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

¹¹ *City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report, <http://zimas.lacity.org/>, accessed November 8, 2012. The VHFHSZ 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.*

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 developments (e.g., household 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 percolation testing conducted as part of the Geotechnical Investigation, infiltration on the Project Site is not recommended. Therefore, the treatment methods are expected to include high-efficiency planter boxes and surface planting areas. Additionally, the Project would control pollutants, pollutant loads, and runoff volume emanating from the Project Site by reducing the amount of impervious surface area on the Project Site (further discussed below) and controlling runoff from impervious surfaces through bioretention and/or rainfall harvest and use. With implementation of the required BMPs, the Project would capture and treat the first 0.75-inch rain event before runoff is discharged from the Project Site, in accordance with the SUSMP. The Project's BMPs would also ensure compliance with the City's LID requirements. The final selection of BMPs would be completed through coordination with the City of Los Angeles as part of the site plan review and permitting process. The SUSMP would be subject to review and approval by the City for compliance with the City of Los Angeles' *Development Best Management Practices Handbook, Part B, Planning Activities*. With compliance with these existing regulatory requirements, impacts to water quality during operation would be less than significant. No further evaluation 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 90 feet below the existing ground surface. Grading would consist of excavation of up to approximately 38 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 contains an active surface parking lot with minimal vegetation. Approximately 95 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 95 percent to 90 percent. Based on percolation testing conducted as part of the Geotechnical Investigation, infiltration on the Project Site is not recommended. As such, construction and operation of the Project would not substantially affect groundwater levels beneath the Project Site, including depleting groundwater supplies or resulting in a substantial net deficit in the aquifer volume or lowering of the local groundwater table. Therefore, impacts on groundwater would be less than significant, and no mitigation measures would be required. No further evaluation 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 a paved surface parking lot with minimal landscaping. Impervious surface area covers approximately 95 percent of the Project Site. The Project Site is not crossed by any water courses or rivers. Runoff from the Project Site sheet flows from north to south and then exits the Project Site east onto the street surface of Cherokee Avenue. The runoff follows the slope of Cherokee Avenue and sheet flows south into an existing catch basin at the northwest corner of the Hollywood Boulevard and Cherokee Avenue intersection. The existing catch basin at the intersection routes the runoff to an existing City of Los Angeles 48-inch storm drain pipe within Cherokee Avenue, which continues to head south past Hollywood

Boulevard. A minor portion of the Project Site contributes runoff that exits the site west onto Las Palmas Avenue (mostly on the adjacent sidewalk). The runoff follows the slope of Las Palmas Avenue and sheet flows south into an existing catch basin at the northeast corner of the Hollywood Boulevard and Las Palmas Avenue intersection. The existing catch basin routes the runoff to an existing City of Los Angeles 18-inch storm drain pipe within Hollywood Boulevard. The existing storm drain continues west before heading south on McCadden Place. With implementation of the Project, drainage from the Project Site would sheet flow from north to south to the eastern and southern edges of the Project Site, similar to existing conditions. The Project would install new storm drains to convey runoff to the same City pipes in Cherokee Avenue and Hollywood Boulevard.

State of California regulations for storm water management in general do not allow the alteration of an existing drainage pattern without mitigation, the increase of storm water runoff by more than one percent above the baseline condition, or the design capacity of existing storm water facilities to be exceeded. The 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 5 percent (i.e., from 95 percent to 90 percent). Table B-1, Existing and Proposed Flow Rates During 25-Year Storm and 50-Year Storm, on page B-24 depicts pre-Project and post-Project stormwater flow rates during a 25-year storm event and a 50-year storm event.

As shown in Table B-1, stormwater flows from the Project Site would not increase with implementation of the Project, and would in fact be slightly reduced during the 25-year storm event. This is due to the increase in landscaped surface and resulting decrease in impervious surface area that would result from the Project. Additionally, the Project would provide appropriate on-site drainage improvements to better control runoff. As discussed above, during project construction, a SWPPP would be developed and implemented. The SWPPP would outline BMPs and other erosion control measures to minimize the discharge of pollutants in storm water runoff during construction. Additionally, project construction activities would occur in accordance with City grading permit regulations (Chapter IX, Division 70 of the Los Angeles Municipal Code), such as the preparation of an erosion control plan, to reduce the effects of sedimentation and erosion. During operation, the Project would implement BMPs to ensure compliance with SUSMP and LID requirements, as discussed above. As part of the City's standard building permitting and review process, the Project would also be required to prepare and submit a detailed Hydrology and Hydraulics Study prepared in accordance with County of Los Angeles methodology to further ensure that Project flows would not exceed the baseline condition. Thus, the Proposed 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 in an EIR is required.

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

Condition	Tributary Area (acres)	Percent Impervious Surface Area On-Site	Flow Rate (cubic feet/second)
25-Year Storm			
Existing	1.14	95	2.98
Proposed	1.14	90	2.94
50-Year Storm			
Existing	1.14	95	3.38
Proposed	1.14	90	3.38
<i>Source: Psomas, 2013.</i>			

- 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.^{12,13}

¹² Federal Emergency Management Agency, *Flood Insurance Rate Map, Panel Number 06037C1590F, January 31, 2013.*

According to FEMA, the Project Site is located within Zone X, which is an area determined to be outside the 0.2 percent annual chance floodplain. Thus, the Project would not place housing within a 100-year flood plain. No impacts would occur and no mitigation measures would be required. No further evaluation in an EIR is required.

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

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

Less Than Significant Impact. As stated 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.¹⁴ However, the Project Site is located within the potential inundation area for the Hollywood Reservoir, which is held by the Mulholland Dam.¹⁵ The Mulholland Dam is a Los Angeles Department of Water and Power dam located in the Hollywood Hills approximately 2 miles north of the Project Site. The Mulholland Dam was built in 1924 and designed to hold 2.5 billion gallons of water. This dam, as well as others in California, are continually monitored by various governmental agencies (such as the State of California Division of Safety of Dams and the U.S. Army Corps of Engineers) to guard against the threat of dam failure. Current design and construction practices and ongoing programs of review, modification, or total reconstruction of existing dams are intended to ensure that all dams are capable of withstanding the maximum considered earthquake for the site. Pursuant to these regulations, the Mulholland Dam is regularly inspected and meets current safety regulations. In addition, the Department of Water and Power has emergency response plans to address any potential impacts to its dams. Given the distance of the Mulholland Dam to the Project Site, the oversight by the Division of Safety of Dams, including regular inspections, and the Department of Water and Power's emergency response program, the potential for substantial adverse impacts related to inundation at the

¹³ *Safety Element of the Los Angeles City General Plan, Exhibit F, City of Los Angeles, November 26, 1996.*

¹⁴ *Safety Element of the Los Angeles City General Plan, Exhibit G, City of Los Angeles, November 26, 1996.*

¹⁵ *Ibid.*

Project Site as a result of dam failure would be less than significant. No further evaluation in an EIR is required.

j. Inundation by seiche, tsunami, or mudflow?

No Impact. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant undersea disturbance such as tectonic displacement associated with large, shallow earthquakes. Mudflows result from the downslope movement of soil and/or rock under the influence of gravity.

The Project Site is approximately 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.¹⁶ 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 in an EIR is required.

X. Land Use and Planning

Would the project:

a. Physically divide an established community?

No Impact. The Project area is highly urbanized and includes a mix of low- to high-rise buildings occupied primarily by tourist and entertainment-related commercial uses and multi-family residential development. Generally, dense commercial development is focused along the major arterials of Hollywood Boulevard and Highland Avenue, while lower density mixed-use areas interspersed with residential uses are located along the adjacent collector streets. The Project Site is bounded by a three-story hotel use and three-story residential use to the north, Cherokee Avenue to the east, one- and two-story commercial uses and an associated surface parking lot to the south, and Las Palmas Avenue to the west. Directly across Las Palmas Avenue is a six-story residential building with subterranean parking. Low-rise commercial uses are located directly across Cherokee Avenue, with a four-story residential apartment building abutting these uses to the north. The areas immediately north, west, and east of the Project Site primarily consist of multi-family residential uses interspersed with commercial, recreational, and community-serving

¹⁶ *Ibid.*

uses. Numerous restaurants, shops, theaters, and nightclubs line Hollywood Boulevard to the south of the Project Site.

The Project would construct a new residential building with a ground-floor commercial use to serve Project residents and guests. 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. No impacts would occur and no mitigation measures would be required. No further evaluation in an EIR is required.

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. The Project requests a density bonus and Parking Option 1 pursuant to LAMC Section 12.22.A.25, the City's affordable housing ordinance enacted pursuant to Senate Bill (SB) 1818, with the following development incentives: on-menu incentive to permit the averaging of floor area ratio (FAR), density, parking, open space and permitting vehicular access; on-menu incentive permitting additional FAR; off-menu incentive permitting increased height; and two off-menu incentives permitting reduced setbacks. The Project also requires Site Plan Review and could also require approval of a Vesting Tentative Tract Map. 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 contains a surface parking lot and is located in an urbanized area. 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 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.^{17,18} The Project Site is not located within a City-designated oil field or oil drilling area.¹⁹ Therefore, the Project would not result in the loss of availability of a mineral resource or a mineral resource recovery site. No impacts would occur and no mitigation measures would be required. No further evaluation in an EIR is required.

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

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

XII. Noise

Would the project result in:

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

Potentially Significant Impact. The Project Site is located within an urbanized area that contains various sources of noise. The most predominate source of noise in the Project area is associated with traffic from roadways. Existing on-site noise sources

¹⁷ City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, January 19, 1995. Figure GS-1.

¹⁸ State of California Department of Conservation, California Geologic Survey, Map of California Principal Mineral-Producing Localities 1990–2000.

¹⁹ Los Angeles General Plan Safety Element, Exhibit E, Oil Field & Oil Drilling Areas, page 55 (November 1996).

primarily include vehicle noises associated with parking lot 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, as the Project would introduce a new permanent residential use to the Project Site, noise levels from on-site sources would also increase during Project operation. Additionally, traffic attributable to the Project has the potential to cause noise levels to exceed City Noise Ordinance standards along adjacent roadways. Therefore, further analysis of this issue in an EIR is required. The EIR analysis will: (1) describe the City Noise Ordinance as it relates to construction noise and to noise-generating activities and changes in ambient noise levels during Project operation; (2) identify sensitive receptors in the Project area that may be impacted by Project construction and operational noise levels; (3) evaluate the noise environment in the Project area that may be affected by Project noise sources; (4) analyze construction noise impacts by determining the noise levels generated by the different types of on-site construction activities, calculating the construction-related noise level at nearby sensitive receptor locations, and comparing these construction-related noise levels to ambient noise levels (i.e., noise levels without construction noise); (5) establish the noise levels from existing on-site sources and forecast future noise levels from on-site sources, and considering the unique noise characteristics of the proposed uses; and (6) analyze roadway noise impacts attributable to motor vehicle travel generated by on-site development.

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 site grading, clearing activities, 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 analysis of this issue in an EIR is required. The EIR's vibration analysis will take into consideration the potential for the Project to cause groundborne vibration at nearby sensitive buildings and receptors.

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 issue in an EIR is required. The EIR analysis will estimate noise levels from the Project at off-site sensitive receptors. These estimates will take into account all existing and future on-site noise sources, including building equipment, vehicular noise, and rooftop activity.

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 in Checklist Question XII.(a), Noise, and Checklist Question XII.(b), Noise, above, construction activity attributable to the Project has the potential to temporarily or periodically increase ambient noise levels above existing levels. In addition, the increase in on-site uses may also result in periodic increases in noise levels. Therefore, further analysis of this issue in an EIR is required. The EIR analysis will identify existing noise levels at representative noise-sensitive receptor locations in the Project vicinity and evaluate the effect of the Project noise sources at these locations.

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 evaluation 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 evaluation 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 225 new residential units that could consist of either condominium units or apartment 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 2013 is approximately 3,941,199 persons.²⁰ In 2015, the projected occupancy year of the Project, the City of Los Angeles Subregion is anticipated to have a population of approximately 3,978,541 persons. According to the Hollywood Community Plan Update (Community Plan Update), adopted in June 2012, the estimated household size for multi-family residential uses (including Low Medium II, Medium, and High Density land use designations), is 2.15 persons per household.²¹ According to the City of Los Angeles Demographic Research Unit, the most recent estimated household size for renter-occupied units in the Community Plan area is 2.15 persons per unit, while the estimated household size for owner-occupied units is 2.25 persons per unit.²² Applying the more conservative of these factors (i.e., 2.25 persons per unit), development of the 225 units proposed under the Project would result in a net increase of approximately 507 residents. The 507 net new residents generated by the Project would represent approximately 1.36 percent of the population growth forecasted by SCAG in the City of Los Angeles Subregion between 2013 and 2015. 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 2013 is approximately 1,380,974 households.²³ In 2015, the projected occupancy year of the Project, the City of Los Angeles Subregion is anticipated to have approximately 1,401,663 households. Thus, the Project's 225 new residential units would constitute approximately 1.1 percent of the housing growth forecasted between 2013 and 2015. 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

²⁰ Based on a linear interpolation of 2008–2015 data.

²¹ Draft Environmental Impact Report, Hollywood Community Plan Update, State Clearinghouse No. 2002041009, page 4.2-3. This represents the most recent data available regarding average household size in the Community Plan area.

²² Los Angeles Department of City Planning, Demographic Research Unit, Statistical Information, Local Population and Housing Estimates, <http://cityplanning.lacity.org/DRU/HomeLocl.cfm>, accessed April 3, 2013. The most recent data available are for the year 2009.

²³ Based on a linear interpolation of 2008–2015 data. SCAG forecasts "households," not housing units. As defined by the U. S. Census Bureau, "households" are equivalent to occupied housing units.

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 225 new multi-family residential units, the Project would help to fulfill this demand. The Project would also commit at least 11 percent of the residential uses as affordable housing for very low-income residents, and as such, would also help fulfill the City's demand for affordable housing.

With regard to employment, the Project's 378-square-foot commercial use would be intended to serve Project residents and guests and would generate approximately two employees, based on employee generation rates promulgated by the Los Angeles Unified School District (LAUSD).²⁴ Therefore, the Project would not cause an exceedance of SCAG's employment projections, nor would it induce substantial indirect population or housing growth related to Project-generated employment opportunities.

As analyzed above, the net new population and housing that would be generated by the Project would be within SCAG's population and housing projections for the City of Los Angeles Subregion. Therefore, the Project would not induce substantial population or housing growth. Impacts would be less than significant and no mitigation measures would be required. No further evaluation in an EIR is required.

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

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

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

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

²⁴ *Los Angeles Unified School District, 2012 Developer Fee Justification Study, February 9, 2012, Table 11. Based on the employee generation rate for the "Standard Commercial Office" land use category.*

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. As discussed above in Checklist Question XIII.a, Population and Housing, development of the 225 units proposed under the Project would result in an increase of approximately 484 residents. As a result, the Project Site's demand for fire protection services provided by the Los Angeles Fire Department (LAFD) would increase with implementation of the Project. In addition, the Project Site is located within Fire District No. 1, which consists of areas identified by the City that are required to meet additional developmental regulations to mitigate fire hazard-related risks. There are nine areas located in the Downtown, Hollywood, Wilshire, Beverly–Fairfax, Crenshaw, Century City, Westwood, Van Nuys, Venice, and San Pedro areas of the City that comprise Fire District No. 1.²⁵ Therefore, the EIR will provide further analysis of this issue. The EIR analysis will include: (1) an identification of the locations, number of service personnel, and equipment for the fire stations currently serving the Project Site; (2) an identification of Fire Code requirements applicable to the Project; (3) an analysis of potential impacts during Project construction including impacts to emergency access; (4) an identification of the Project's fire flow requirements; (5) an evaluation of the adequacy of existing fire stations and personnel to provide service to the Project during Project operation; (6) an identification of constraints to service as well as proposals for new fire stations or increases in staffing and equipment; and (7) a description of proposed fire suppression or fire safety design features of the Project.

b. Police protection?

Potentially Significant Impact. As discussed above in Checklist Question XIII.a, Population and Housing, development of the 225 units proposed under the Project would result in an increase of approximately 484 residents. As a result, the Project Site's demand for police protection services provided by the Los Angeles Police Department (LAPD) would increase with implementation of the Project. Therefore, the EIR will provide further analysis of this issue. The EIR analysis will include: (1) a description of the current police services provided by LAPD by identifying the location of the LAPD stations serving the

²⁵ City of Los Angeles Department of City Planning, *Zone Information and Map Access System (ZIMAS), Parcel Profile Report*, <http://zimas.lacity.org/>, accessed November 8, 2012.

Project Site and average emergency response times by the LAPD to the various on-site areas; (2) analysis of the potential for increased demand on police services due to construction activities, including emergency access; (3) information regarding local and regional officer-to-resident ratios and crimes per capita; (4) a description of design features that would reduce the Project's demand for police services; (5) an analysis of the increase in demand on LAPD services based on the Project's estimated population; and (6) a comparison of the Project's increased demand on police services with the capacity of existing and any planned facilities to adequately serve the Project during construction and operation.

c. Schools?

Potentially Significant Impact. As discussed above in Checklist Question XIII.a, Population and Housing, development of the 225 units proposed under the Project would result in an increase of approximately 484 residents. As a result, the Project Site's demand for capacity at the LAUSD schools that serve the Project Site would increase with implementation of the Project. Therefore, the EIR will provide further analysis of this issue. The EIR analysis will: (1) identify the LAUSD elementary, middle, and senior high schools serving the Project Site; (2) describe existing and projected student populations and enrollment capacities of the existing and planned LAUSD schools serving the Project Site; (3) forecast the number of elementary, middle, and senior high school students that could be generated by the Project, and (4) compare the Project's estimated student population to the forecasted capacities of the existing and planned public schools.

d. Parks?

Potentially Significant Impact. As discussed above in Checklist Question XIII.a, Population and Housing, development of the 225 units proposed under the Project would result in an increase of approximately 484 residents. As a result, the Project Site's demand for parks and recreational services provided by the Los Angeles Department of Recreation and Parks (LADRP) would increase with implementation of the Project. Therefore, the EIR will provide further analysis of this issue. The EIR analysis will: (1) identify existing and planned parks and/or recreational facilities in the Project's service area; (2) evaluate the Project pursuant to City and State recreational and parkland standards and requirements; and (3) compare the change in the existing service area population/parkland ratio with the addition of Project residents in order to determine the potential effect of the Project on existing parkland ratios and City standards.

e. Other governmental services (including roads)?

Potentially Significant Impact. As discussed above in Checklist Question XIII.a, Population and Housing, development of the 225 units proposed under the Project would

result in an increase of approximately 484 residents. As a result, the Project Site's demand for library services provided by the Los Angeles Public Library (LAPL) would increase with implementation of the Project. Therefore, the EIR will provide further analysis of this issue. The EIR analysis will: (1) identify existing and planned libraries in the Project's service area; (2) describe the existing service population and approximate service capacities of existing libraries and planned/funded new libraries; (3) provide an estimate of the Project's demand and (4) compare the potential demand increase to the service capacity of the libraries serving the Project Site.

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. Further analysis of other governmental services in an EIR is not 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 further analysis of this issue. The EIR analysis will: (1) identify existing and planned parks and/or recreational facilities in the Project's service area; (2) evaluate the Project pursuant to City and State recreational and parkland standards and requirements; and (3) compare the change in the existing service area population/parkland ratio with the addition of Project residents in order to determine the potential effect of the Project on existing parkland ratios and City standards.

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

No Impact. The Project would not include any on-site public recreational facilities or parks. Therefore, no impacts would occur and no mitigation measures would be required. No further evaluation in an EIR is required. It should also be noted that the potential environmental impacts of constructing the private recreational facilities included in the Project 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 an increase in development which would 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 employees and visitors would generate vehicle and transit trips throughout the day. The resulting increase in the use of the area's transportation facilities could exceed roadway and transit system capacities. Therefore, further analysis of this issue in an EIR is required. With regard to construction activities, the EIR analysis will: (1) describe existing vehicle and pedestrian (i.e., sidewalks, crosswalks, etc.) circulation patterns around the Project Site and along the likely routes used by construction-related vehicles; (2) identify existing bus and transit stops that may require relocation (if any); (3) forecast the number of haul and delivery truck and construction worker trips; and (4) analyze potential construction-related impacts to travel lanes, sidewalks, bicycle lanes/paths, turning lanes, and parking.

With regard to Project operations, the EIR analysis will address the Project's potential impacts on the streets, intersections, freeways, and transit systems serving the Project area. Volume-to-Capacity (V/C) ratios and Levels of Service (LOS) at study intersections and roadway segments during the A.M. and P.M. peak hours will be calculated based on Los Angeles Department of Transportation (LADOT) methodologies and in accordance with CEQA. Trip-generation forecasts will be based on types of uses that are proposed as part of the Project taking into consideration employees, visitors, etc. The EIR analysis will also identify potential impacts on neighborhood streets within adjacent residential neighborhoods.

- 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 Congestion Management Program (CMP), a State-mandated program designed to address the impacts urban congestion has on local communities and the region as a whole. The CMP provides an analytical basis for the transportation decisions contained in the State Transportation Improvement Project. The CMP for Los Angeles County requires an analysis of any Project that could add 50 or more trips to any CMP intersection or more than 150 trips to a CMP mainline freeway location in either direction during either the A.M. or P.M. weekday peak hours. Implementation of the Project would 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. The EIR analysis will: (1) describe the CMP; (2) identify CMP intersections and freeway segment monitoring locations that may be affected by the Project; and (3) analyze potential Project impacts on CMP facilities in accordance with current CMP methodologies.

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)?

Potentially Significant Impact. The roadways adjacent to the Project Site are part of the urban roadway network and contain no sharp curves or dangerous intersections. However, the Project would increase traffic levels in the area, particularly at the locations which provide direct access to the Project Site. Therefore, further analysis of this issue in an EIR is required. The EIR analysis will evaluate potential Project impacts at both existing and planned primary access points, including, but not limited to, a qualitative analysis of the interface of the Project's access points with pedestrian/bicyclist flows.

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 may cause the potential closure of travel lanes in adjacent off-site streets for the installation or upgrading of local infrastructure. Construction within these roadways has the potential to impede access to adjoining uses, as well as reduce the rate of flow of the affected roadway. 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, further analysis of this issue in an EIR is required. The EIR analysis will evaluate the surrounding street system that will be used by the Project, the location of any off-site construction activities, and the impact of the Project's traffic with respect to projected roadway service levels. The emergency access analysis will take into consideration the effects of new development on the ability of police, fire, and emergency medical services to access on- as well as off-site properties during the construction and operation of the Project.

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

Potentially Significant Impact. The Project Site is served by a variety of transit options. Metro provides 11 bus lines in the form of both rapid and local bus service in the Project area. LADOT's Downtown Area Shuttle (DASH) and West Hollywood City Line also provide local bus transit service in the Project area. The Metro Rail Red Line, a subway that provides service between North Hollywood, Downtown Los Angeles, and Union Station, has a station at Hollywood Boulevard and Highland Avenue, less than 0.25 mile from the Project Site. The Project proposes an increase in development which would increase demand for alternative transportation modes such as the Red Line subway. 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. The EIR analysis will describe estimated current capacity levels of transit systems and identify deficiencies, if any. Project transit trips will be forecasted according to CMP methodology. The impact of the Project with respect to bus and rail capacity will be assessed per CMP criteria. The EIR analysis will also qualitatively address impacts with regard to public bicycle and pedestrian facilities.

XVII. Utilities

Would the project:

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

Less Than Significant Impact. The City of Los Angeles Department of Public Works (LADPW) provides wastewater collection and treatment services for the Project Site. The Project Site currently consists of a surface parking lot and does not generate any sewage. Wastewater generated during operation of the Project would be collected and discharged into existing sewer mains along Las Palmas Avenue and Cherokee Avenue and conveyed to the Hyperion Treatment Plant (HTP) in El Segundo. The HTP is a part of the Hyperion Treatment System, which also includes the Tilman Water Reclamation Plant (TWRP) and the Los Angeles–Glendale Water Reclamation Plant (LAGWRP). The treatment capacity of the entire Hyperion Treatment System is approximately 550 million gallons per day (mgd) (consisting of 450 mgd at HTP, 80 mgd at TWRP, and 20 mgd at LAGWRP).²⁶ 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.²⁷

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

²⁶ 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 January 25, 2013.

²⁷ City of Los Angeles Department of Public Works Bureau of Sanitation, *About Wastewater—Treatment Plants*, www.lacity.org/san/wastewater/factsfigures.htm, accessed March 20, 2013.

exceeds prescribed standards. The City's Environmental Monitoring Division also monitors flows into Santa Monica Bay.^{28,29}

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

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

Potentially Significant Impact. Water 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. Given the Project's increase in the amount of developed floor area on the Project Site, further analysis of this issue in an EIR will be provided. With regard to wastewater, the EIR analysis will describe the location, condition, and capacity of the local and regional lines that serve the Project Site. The Project's estimated peak flow, based on the Project's land use components, will then be evaluated and compared to the available infrastructure and treatment capacity to determine whether sufficient capacity exists to accommodate the Project. With regard to water, the location, condition and capacity of water conveyance lines will also be evaluated to determine whether adequate capacity is available to accommodate the required fire flows and domestic water demand generated by the Project.

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 increase with implementation of the Project, and would in fact be slightly reduced during

²⁸ City of Los Angeles Department of Public Works, Bureau of Sanitation, Environmental Monitoring Division. "Santa Monica Bay Biennial Assessment Report: 2005–2006."

²⁹ City of Los Angeles Department of Public Works, Bureau of Sanitation, Environmental Monitoring Division, FAQs, www.lacitysan.org/emd/faqs/index.htm#a4, accessed March 20, 2013.

the 25-year storm event. This is due to the increase in landscaped surface and resulting decrease in impervious surface area that would result from the Project. 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 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. The Los Angeles Department of Water and Power (LADWP) supplies water to the Project Site. The Project would increase the demand for water provided by LADWP. Given the complexity and evolving nature of the subject of water supply in Southern California, further analysis of this issue in an EIR will be provided. The EIR analysis will calculate the Project's total water demand based on the Project's individual land use components, and will assess LADWP's ability to serve the Project based on LADWP's water supply entitlements and the available capacity of LADWP infrastructure.

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?

Potentially 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 BOS 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. 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.³⁰ Based on the most recent 2011 CoIWMP Annual Report, the remaining

³⁰ *Los Angeles County Countywide Integrated Waste Management Plan, 2011 Annual Report.*

total disposal capacity for the County's Class III landfills is estimated at 127.14 million tons as of December 31, 2011. Additionally, in 2011, the County's Class III landfills had a total maximum daily capacity of 42,349 tons per day (tpd) and an average daily disposal of 20,058 tpd, resulting in approximately 22,291 tpd of remaining daily disposal capacity. Aggressive waste reduction and diversion programs on a countywide level have helped reduce disposal levels at the County's landfills. Based on the 2011 ColWMP Annual Report, the County anticipates that future disposal needs can be adequately met through 2026 through scenarios that include a combination of all or some of the following: (1) use of existing in-County Class III landfills and transformation facilities; (2) proposed expansion of in-County Class III landfill capacity through new or existing facilities; (3) use of out-of-County landfills for disposal, including waste-by-rail; (4) use of conversion technologies; (5) expansion of diversion infrastructure; and (6) maximization of waste reduction and recycling.

The City's Recovering Energy, Natural Resources and Economic Benefit from Waste for Los Angeles (RENEW LA) Plan sets a goal of becoming a "zero waste" city by 2030. To this end, the City of Los Angeles implements a number of source reduction and recycling programs such as curbside recycling, home composting demonstration programs, and construction & demolition debris recycling.³¹ The City of Los Angeles is currently diverting 65 percent of its waste from landfills.³² 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 currently does not generate solid waste. As part of the Project, 225 new residential units would be constructed. The construction activities necessary to build new units 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 one of several unclassified landfills within Los Angeles County. Specifically, the Project would involve the export of approximately 75,000 cubic yards (cy) of demolition material (e.g., concrete and asphalt surfaces) and soil from the Project Site. Since unclassified landfills in the County do not generally have capacity issues, inert landfills serving the site would have sufficient capacity to accommodate Project construction solid waste disposal needs.

³¹ *City of Los Angeles, Solid Waste Integrated Resource Plan FAQ; www.zerowaste.lacity.org/files/info/fact_sheet/SWIRPFAQS.pdf; accessed August 20, 2013.*

³² *City of Los Angeles, Bureau of Sanitation, Solid Resources, www.lacitysan.org/solid_resources/recycling/index.htm accessed August 20, 2013.*

As shown in Table B-2, Estimated Project Solid Waste Generation, on page B-44, based on the City's solid waste generation factors, the Project would generate approximately 2,773 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. 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.³³ Furthermore, it represents approximately 0.006 percent of the remaining daily disposal capacity of the County's Class III landfills. As discussed below, in accordance with the City of Los Angeles Space Allocation Ordinance (Ordinance No. 171,687), the Project would also provide a designated recycling area for Project residents to facilitate recycling, which would further reduce the Project's waste stream.

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

³³ *The City of Los Angeles disposed of approximately 2.28 million tons of waste in 2012 at Class III landfills yielding an average daily disposal of 6,259 tons or 12,518,000 lbs/day. Source: County of Los Angeles, Public Works Dept., Solid Waste Information System.*

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

Proposed Land Use	Units	Generation Rate^a	Total Solid Waste Generated (lbs/day)
Residential ^b	225 du	12.23 lbs/du/day	2,752
Commercial	2 employees ^c	10.53 lbs/employee/day	21
Total			2,773

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 the "Standard Commercial Office" land use category.*
Source: Matrix Environmental, 2013.

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.³⁴ The Project would also promote compliance with AB 939 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 in an EIR is required.

h. Other utilities and service systems?

Less Than Significant Impact. The following analysis is based, in part, on the *Hollywood Cherokee Project Electricity and Natural Gas Utility Infrastructure Report* (Infrastructure Report), prepared for the Project by Psomas, September 2013. The Infrastructure Report estimates the Project's estimated demand for public utilities and evaluates the capability of existing infrastructure to serve the Project demand. The Infrastructure Report is included as Appendix IS-5 of this Initial Study.

The Project Site is currently occupied by a surface parking lot that contains several pole-mounted, low-level security lighting fixtures that consume a nominal amount of

³⁴ *Ordinance No. 171,687, adopted by the Los Angeles City Council on August 6, 1997.*

electricity. The Project Site does not consume any natural gas. Thus, implementation of the Project would result in an increased demand for electricity and natural gas service.

Electricity transmission to the Project Site is provided and maintained by LADWP through a network of utility poles and underground utility lines. Multiple electrical service conduit distribution systems with available capacity for new services are located along both Cherokee Avenue and Las Palmas Avenue. In addition, Hollywood Boulevard has a major distribution network serving the area. As shown on Table B-3, Estimated Project Electricity Demand, on page B-46, with buildout of the Proposed Project, the on-site electricity demand would increase to approximately 3,357,151 kilowatt-hours (kWh) of electricity per year. This estimate is conservative as it does not account for the net effect of existing electricity consumed by the on-site security lights. LADWP has confirmed that the Project's electricity demand can be served by the facilities in the Project area.³⁵ With regard to supply, LADWP forecasts that its total energy sales³⁶ in the 2015–2016 fiscal year will be 23,253 gigawatt-hours (GWh) of electricity.³⁷ Therefore, the Project's electricity demand would represent approximately 0.01 percent of LADWP's projected sales for the Project's build-out year. Therefore, LADWP would have adequate supplies to serve the Project's electricity demand. Impacts with regard to electrical supply and infrastructure capacity would be less than significant, and no mitigation measures would be required. No further evaluation in an EIR is required.

Natural gas service is provided to the Project Site by the Southern California Gas Company (SCGC). The Project Site is served by 4-inch gas lines in Las Palmas and Cherokee Avenues. The Project is estimated to consume approximately 1,857,314 cubic feet per month (cf/month) of natural gas as shown in Table B-4, Estimated Project Natural Gas Demand, on page B-47. SCGC has confirmed that the Project's natural gas demand can be served by the facilities in the Project area.³⁸ With regard to supply, SCGC forecasts that the annual natural gas supply within its service area will be 2,615 million cubic feet per day (mmcf/day) in 2015.³⁹ Therefore, the Project's natural gas demand would represent

³⁵ City of Los Angeles Department of Water and Power, *Will Serve Letter for 1727 N. Cherokee Avenue, Los Angeles, April 4, 2013*. See Appendix 4 in Appendix IS-5 of this Initial Study.

³⁶ LADWP defines its future electricity supplies in terms of sales that will be realized at the meter.

³⁷ LADWP, *2012 Power Integrated Resource Plan, Appendix A, Table A-1*, https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-integratedresourceplanning/a-p-irp-documents?_afLoop=83568369824000&_afWindowMode=0&_afWindowId=fnn6vh5ib_1#%40%3F_afWindowId%3Dfnn6vh5ib_1%26_afLoop%3D83568369824000%26_afWindowMode%3D0%26_adf.ctrl-state%3Dnfhspg1_4, accessed April 4, 2013.

³⁸ Southern California Gas Company, *Will Serve Letter for 1727 N. Cherokee Avenue, Los Angeles, April 1, 2013*. See Appendix 5 in Appendix IS-5 of this Initial Study.

³⁹ California Gas and Electric Utilities, *2012 California Gas Report, July 2012, page 105*, www.socalgas.com/regulatory/documents/cgr/2012%20CGR_Final.pdf, accessed July 3, 2013.

Table B-3
Estimated Project Electricity Demand

Proposed Land Use	Units	Consumption Rate^a (kWh/unit/year)	Total Electricity Consumption (kWh/year)
Residential ^p	225 du	5,626.5	1,265,962.5
Community/Open Space	25,064 sf	10.50 ^c	263,172
Lobbies/Leasing Space	1,740 sf	10.50 ^c	18,270
Commercial	378 sf	13.55	5,121.9
Ancillary Space (Corridors)	14,449 sf	10.50 ^c	151,714.5
Parking Garage	157,420 sf	10.50 ^c	1,652,910
Total			3,357,150.9

du = dwelling unit
sf = square feet
kWh = kilowatt-hour
^a *Electricity consumption factors based on Table A9-11-A of SCAQMD CEQA Air Quality Handbook, April 1993.*
^b *The CEQA Air Quality Handbook does not provide separate rates for condominium units and apartment units.*
^c *Corresponding rate not available for this land use. Therefore, the "miscellaneous" rate was applied.*
Source: Psomas, 2013.

approximately 0.002 percent of SCGC's forecasted natural gas supply for the Project buildout 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 in an EIR is required.

It should be noted that the above estimates do not account for the various energy conservation measures that would be incorporated in the Project in order to comply with the City of Los Angeles Green Building Code (Ordinance No. 181,480) and the sustainability intent of the U.S. Green Building Council's Leadership in Energy and Environmental Design LEED[®] program. Therefore, this analysis likely overstates the potential impacts of the Project. The following list includes some of the key energy conservation measures for low-rise residential buildings (i.e., six stories or less) in the Green Building Code:

- A set of specific measures (e.g., installed electric heat pumps shall have a Heating Seasonal Performance Factor of 8.0 or higher) shall be implemented unless the project exceeds the California Energy Commission (CEC)

**Table B-4
Estimated Project Natural Gas Demand**

Proposed Land Use	Units	Consumption Rate^a (cf/unit/month)	Total Gas Consumption (cf/month)
Residential ^b	225 du	4,011.5	902,587.5
Community/Open Space	25,064 sf	4.8 ^c	120,307.2
Lobbies/Leasing Space	1,740 sf	4.8 ^c	8,352
Commercial	378 sf	2.9	1,096.2
Ancillary Space (Corridors)	14,449 sf	4.8 ^c	69,355.2
Parking Garage	157,420 sf	4.8 ^c	755,616
Total			1,857,314.1

*du = dwelling unit
sf = square feet
cf = cubic feet*

^a *Natural Gas consumption factors based on Table A9-12-A of SCAQMD CEQA Air Quality Handbook, April 1993.*

^b *The CEQA Air Quality Handbook does not provide separate rates for condominium units and apartment units.*

^c *Corresponding rate not available for this land use. Therefore, the "hotel/motel" rate was applied (the highest and most conservative rate available).*

Source: Psomas, 2013.

requirements by 15 percent using an Alternative Calculation Method (ACM) approved by the CEC;

- Each appliance provided and installed shall meet Energy Star if an Energy Star designation is applicable for that appliance; and
- Future access and space for electrical solar systems shall be provided.

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. As indicated by the analysis above, the Project would not substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. However, the Project could potentially affect historic resources. An EIR will be prepared to analyze and document such potentially significant impacts.

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

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

With regard to cumulative effects for the issues of agricultural resources, biological resources, hazards and hazardous materials, hydrology and water quality, mineral resources, population and housing, and other utilities (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 and hydrology and water quality, these resource areas are generally site specific and need to be evaluated within the context of each individual project. Furthermore, related projects would be required to comply with existing regulatory requirements and the City's building permit review and approval process, which address these subjects. With regard to population and housing, solid waste, electricity, and natural gas, the Project's incremental contribution to potential cumulative impacts would not be cumulatively considerable. As discussed in the analysis above, the 507 net new residents generated by the Project would represent approximately

1.36 percent of the population growth forecasted by SCAG in the City of Los Angeles Subregion between 2013 and 2015, and the Project's 225 new residential units would constitute approximately 1.1 percent of the housing growth forecasted between 2013 and 2015. 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, and approximately 0.006 percent of the remaining daily disposal capacity of the County's Class III landfills. The Project's electricity demand would represent approximately 0.01 percent of LADWP's projected sales for the Project's build-out year. The Project's natural gas demand would represent approximately 0.002 percent of SCGC's forecasted natural gas supply for the Project build-out year. Thus, cumulative impacts for these subject areas would be less than significant, and no further evaluation 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, cultural resources, geology and soils, greenhouse gas emissions, land use, noise, public services (police protection, fire protection, schools, libraries, and parks/recreation), transportation/circulation, water, and wastewater. As a result, these potential effects will be analyzed further in an EIR.